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KODACHROME MIKE DEL VECCHIO

THE BLIZZARD OF '93 blanketed the entire Eastern seaboard under often record snowfalls. Conrail took some of its Russell snowplows out of storage to clear the main lines and let the locomotives handle the branches. On March 15, 1993, symbol SNO-106 (**below**) with double track Russell plows 64563 and 64561 bracketing Dash 8-40CWs were westbound on the Lehigh Line at Lehighton, Pa. This "typical" plow set was ferrying to Sayre, Pa., plowing as necessary en route. A double track plow throws to the right, while a single-track plow (**right** and **page 17**) throws both ways. Also on March 15, Canadian Pacific "Bridge Line Division" Train 558 blasted through a grade crossing in Catasauqua, Pa. Possibly the only steam-powered plow operation during the Blizzard of '93 occurred on the Strasburg Rail Road (**right**) where their wooden Russell plow was restored just in time to clear the yard behind 0-6-0 31 on March 16th. See page 42.

KODACHROME 200 NICHOLAS D'AMATO (AGE 9)

KODACHROME MIKE DEL VECCHIO

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From the Publisher's desk: Railroadiana Hardware

Who threw the railroad stepbox used to climb aboard a passenger car 50 feet into the woods alongside the West Shore in Bergenfield, found by friend Herman? It was in great condition. My Susquehanna high-mast switch stand once used in Stillwater graces our office reception room, being too tall to keep at home. I once met a chap who has one of the Stillwater depot signs in his barn which he hopes to donate to a Stillwater museum someday. Hey, I'll give it a good home! (That Stillwater depot is depicted in the artwork that is used for our BOOK DEPOT ad.) And Mike Del Vecchio just bought the DL&W Branchville station sign from a collector.

You don't find as much along a right of way today as you did some years ago. Much of it has been bulldozed and raked clean. Railfans and locals have salvaged much that had value, whether intrinsic or sentimental. With luck you can still find spikes, date nails, glass insulators and similar pieces which once were common along a rail line. Bill McKelvey has a superb collection of railhead pieces, some oddly shaped (they're not all T-shape) each about an inch thick, polished and mounted on green felt. Each is identified, and many are from narrow gauge lines.

My own collection includes a motley assortment of items. Steel painted New York City subway signs, roll signs for several Third Avenue Railway trolley lines, railroad lanterns (I'm still kicking myself for not grabbing a Boston, Revere Beach & Lynn lantern spotted in an antique shop), switch keys, a trolley bell, controllers and an arc headlight from a North Jersey Rapid Transit interurban, uniform buttons and Brotherhood membership pins. Looked at from an overall perspective the collection has a cohesiveness since most of it is from a several hundred mile radius.

One choice item is a Pintsch lamp acquired from a baggage car on the NYO&W, and I have the letter from the railroad telling me about it. It has four arms holding it to the ceiling and is missing a glass globe. I once owned a Jersey Central headlight from an 0-6-0, number forgotten, which was traded off because at the time I lacked the room to display it properly.

There are also builders' plates including one from a Santa Fe PA unit which I never polished because it has red and silver paint caked to it. Should I remove the caked-on paint?

Old paint was no problem for author Bob Mohowski who acquired the wooden sides from an old Wellsville, Addison & Galeton boxcar which he used to panel his home railroad den. He certainly didn't remove the WA&G markings which show up prominently.

Railroadiana can frequently be found in antique shops at prices ranging from quite low to ridiculously high. Auctions are a good source, with newspaper listings often mentioning railroad items. You might walk away with a sleeper if no other railfans are there! Railroad flea markets or shows are often loaded with a wide variety of old railroad items.

Railroadiana shops have opened up in several locations including Silverton and Strasburg. Eastern stuff is cheaper in Silverton than in Hoboken, as prices are determined by demand. In Silverton almost everybody wants rare old narrow gauge stuff.
Be prepared to ship back heavy items
if you're on a flying trip.

RAILFAN & RAILROAD

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Cover

In the early 1970s Preston Cook was a district engineer for EMD assigned to the Erie Lackawanna, a railroad which at that time was heavily dependent on the SD45. As a result, his article on the SD45s in this issue includes some interesting and humorous anecdotes from the EL. Typical of the EL action of that era is this view from September 14, 1975, of a pair of SD45s dropping down the east side of the Pocono Mountains on the old DL&W main line at Henryville, Pennsylvania. Ektachrome by Bob Bahrs.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1993 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

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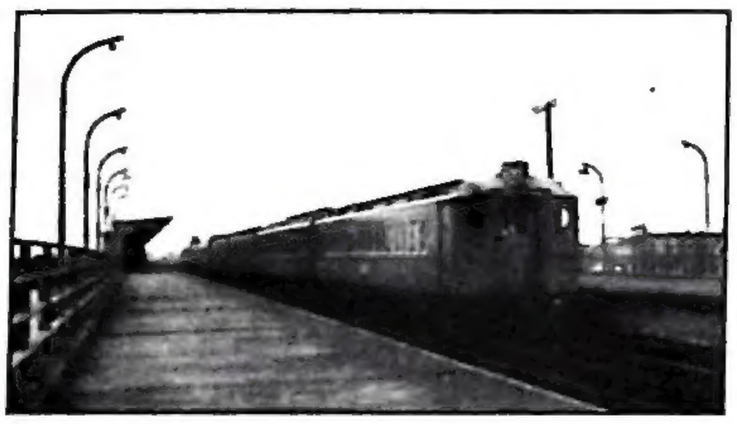

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RAILROAD AVENUE ENTERPRISES

Fanmail

Fired chicken?

Railfanning Is ... Seeing "Kentucky Fried Chicken" in print as "Kentucky *Fired* Chicken" while reading Porterfield's column in R&R (April '93 p. 28). Colonel Sanders' secret firebox recipe? This must be the "extra crispy" style.

GREG NAZAROW
Maynard, Mass.

Recalling Summerdale Junction

The ON THE MENU column in the magazine is very interesting, and April's "Eating Along Enola" covered a familiar area. It is puzzling, though, not to see the railroad-styled Summerdale Junction mentioned. Is this no longer in existence.?

E. EVERETT EDWARDS
Doylestown, Pa.

✏ *Shirley Cupper of Harrisburg reports that Summerdale Junction burned down in the early 1980s and never recovered. Located where the Roy Rogers is today, it was a railroad-theme restaurant, complete with extensive decorations of authentic railroadiana — including an almost legendary collection of PRR calendars — and an 0-4-0T on display outside. Shirley recalls that many times her husband-to-be Dan brought her there while they were dating* — M.D.

Milford-Bennington maps

Congratulations on the well-written article submitted by Francis J. DeFalco on the Milford-Bennington Railroad in the March '93 issue.

This is a very familiar area to me as I frequently visit a close friend who resides in nearby Amherst, New Hampshire. And the accompanying photographs will allow modelers to accurately paint and detail M-B's SW900 901.

Only one minor flaw crept into the otherwise good article. The map on page 54 is somewhat out-dated and inaccurate. The B&M line from Bennington to Hillsboro has been torn up for quite some time, as well as the line shown from Peterborough, N.H., to Winchendon, Mass. (actually a few miles further southwest to Templeton-Baldwinville, Mass.), which was torn up in the mid-1980s. The map on page 53, however, is correct as shown.

TOD C DWYER
Winchendon, Mass.

✏ *The map on page 54, which had been originally printed in the Summer 1976 RAILFAN, was intended as a historic map to put the late steam-era Hillsboro Branch into context. Our mistake was in not labeling it as such* — J.B.

The "Blad" ad?

The April '93 CAMERA BAG by Ronald C. Hill was quite an advocate for the "Blad" — a Blad-ad. I'm pleased to see that this truly studio-only unit can be bourn and burdened in the field by someone — it surely never would be me. Mr. Hill gave at least three great reasons for not bothering to use the Blad: reversed image in the waist-level viewfinder, bulk and weight. And I personally have found many, many more reasons than that, including an out-of-balance condition for such a heavy unit and the inability to follow one exposure rapidly with another.

I began collecting cameras in the early 1960s and have dealt with specialized dealers and collectors since. I am also a serious shooter, and I use any camera or film format that I feel applies to the job, or one where I wish to exercise it.

Also, I heartily disagree with Mr. Hill's insistence that only good cameras take good pictures. If a single item is paramount in photography, it is the creative, seeing force operating the camera or equipment. Quite of bit of today's professional equipment is capa-

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ble of more than the film can reproduce, and generally all of today's equipment is pretty good — the only significant difference is the operator of it.

ALLAN SHERRY
Riverdale, N.Y.

On photography and opinions

Ronald C. Hill's self-indulgent and muddled article in the April '93 CAMERA BAG can be distilled to two main points: medium format image quality is superior to 35mm, and image quality depends largely on lens quality.

Few would deny these assertions, but to insinuate that Hasselblads (and Leicas) alone produce the finest quality images is a disservice to readers who deserve a more balanced discussion of the medium format field. Furthermore, Hill's statement that "... the Hasselblad is the choice of most serious and competent photographers ..." needs substantiation. Substituting "many" for "most" would have been prudent in the absence of evidence. Indeed, many serious and competent professionals use other fine brands (Bronica, Fuji, Mamiya, Rollei and Pentax) as well as Hasselblad in formats ranging from 6×4.5 to 6×9 centimeters.

Mr. Hill, early in the article, scorns the idea "... that the picture depends entirely upon the eye and skill of the person behind the camera." He later says: "... the technical quality of the final image still depends upon the optical and mechanical integrity of the camera and lens, in conjunction with the right choice and development of the film." This is technically true, but what is one to say about such wonderfully evocative images as Alfred Stieglitz's railroad photographs *The Hand of Man* (1902) and *In the New York Central Yards* (1903)? Would they have been improved by being sharper or clearer — by being technically better? Might their soft, turbid and ethereal quality be due to lens and film limitations as well as Stieglitz's artistry?

And can we count on David Plowden's most extraordinary book, *A Time of Trains*, arguably one of the finest contemporary books of rail photography (and writing), being a Hasselblad product? And, does it really matter whether it is or not? The power of the photos is rooted in David Plowden's sensibilities and talents which include the good sense to use a fine camera to match his fine eye.

Mr. Hill invokes the words of the renowned Ansel Adams in praise of the Hasselblad. But Adams also used other cameras and lenses, and he cites many of them in his book, *The Making of 40 Photographs*. About a Zeiss Contax 35mm camera Adams states: "I was proud to have a Contax; it was undoubtedly one of the finest cameras of the time. The Leica was also a superb instrument, of course, but I preferred the operational design of the Zeiss Contax."

Later, Adams says: "...the small camera allows us to develop a composition of an active subject in time..." and, "The importance of the small camera in color work is obvious. The high quality of the lenses and the fine structure of the color emulsions have reduced the use of larger formats for color."

We should not be misled by rigid prescription for making outstanding photographs. Understanding what one wants to accomplish, and then using the best tools one can afford is a practical and reasonable approach. And, we can all benefit from looking at, and reading about art and non-rail photography. This will improve our photography in ways fine equipment alone cannot.

Mr. Hill may speak his opinion, but if CAMERA BAG is intended to be helpful, biased views should not be foisted on its readership without a warning label.

DAVID T. MAINEY
Katonah, N.Y.

Blad fan

I found your April issue absolutely delightful.

First, the article on the Hasselblad system was long overdue.

I am neither a railfan nor a photographer, but I use two Hasselblads as well as a Nikkormat FT-3, Minolta Maxxum and a Polaroid Spectra. If I want a photograph, I use the Hassels. If I want a picture ...

I am turned off by the thought of traveling

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with a camera sitting on my nose. In fact, I would prefer to have the camera somewhere out of sight and nearly out of mind. By setting up my electric Hasselblad on a tripod, precomposing the photo, setting the camera after using the hand-held meter, and utilizing the 100 foot trip cord, I can then relax and enjoy the show and still have photos fit for publication (unless the light changes significantly).

The other nice thing for me about the Hasselblad system is the belly button view finder. People around the world are just not familiar with hand-held meters, and they seem to think it is impossible to take a photo without looking into the camera at eye level. So by the time the police figure out what you are up to, you are back on the train and the wheels are turning.

ALDEN H. DREYER
Shelburne, Mass.

For those who complain that CAMERA BAG is too often "The World According to Boyd," I will often open up the column to guest writers who express differing opinions (like Mr. Hill) or more eloquently express those with which I agree (like Ted Benson, in this issue). Just let the byline — or lack of it — be your "warning label" — J.B.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, 1522 is Frisco 4-8-2, 765 is Nickel Plate 2-8-4 and 587 is NKP 2-8-2.

May 1, 4501 Kingsport, Tenn., to Appalachia, Va., and retirn (WVC); **May 2**, 4501 Kingsport to Richlands, Va., and return (WVC); **May 8-9**, 611 Norfolk to Petersburg, Va., and return (Kiwanis Club of Portsmouth); **May 15**, 611 Alexandria, to Lynchburg, Va., and return (WDCA); **May 16**, 611 Alexandria to Front Royal, Va., and return (WAJT); **May 22**, diesel/611 Winston-Salem to Roanoke to Lynchburg circle trip (WSC); **May 23**, 611/diesel Winston-Salem to Asheville, N.C., and return (WSC), **May 29**, 611 Asheville to Barber Junction, N.C., and return (ASHV); **May 30**, 611 Asheville, N.C., to Spartanburg, S.C., and return (ASHV).

June 5-6, 1522 St. Louis, Mo., to Centralia, Ill., and return (SLC); **June 12**, 611 Kenova, W.Va., to Cincinnati, Ohio, and return (CPH); **June 19**, 611 Portsmouth to Piketon, Ohio, and return, then Portsmouth to Kenova, W.Va., and return (CPH); **June 26-27**, 587 Detroit, Mich., to Bellevue, Ohio, and return (BWC).

July 10, 611 Cincinnati, Ohio, to Knoxville, Tenn., one way (CRC); **July 11**, 611 Knoxville to Cincinnati one way (CRC); **July 17-20**, "Independence Limited" route to be determined (RNRH); **July 24**, 765/587 Chicago, Ill., to Argos, Ind., and return (CHC); **July 31**, 765/611 Fort Wayne, Ind., to Detroit, Mich., and return (FWRH).

August 1, 765/611 Fort Wayne to Detroit and return (FWRH); **August 7**, 611/diesel Buffalo, N.Y., to Conneaut, Ohio, and return (NNRH).

September 11, 611 Bellevue, Ohio, to Kenova, W.Va., one way (MADR); **September 12**, 611 Kenova to Bellevue one way (MRNK); **September 18-19**, 611 Columbus, Ohio, to Kenova, W.Va., and return (ORYM); **September 25-26**, 611 Alexandria to Front Royal, Va., and return (WDCA).

October 2, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.Va., and return (RNRH); **October 9-10**, 4501 Huntsville, Ala., to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.C., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Ga., and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

November 6-7, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 13132, Station K, Atlanta, GA 30324; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48608; (CHC) Chicago Chapter NRHS, P.O. Box 53, Oak Park, IL 60303; (CRC) Cincinnati Railroad Club, P.O. Box 15441, Cincinnati, OH 45215; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, P.O. Box 298, Getzville, NY 14068; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprieters

Interurban History Symposium
October 14-17, 1993
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This was a historic occasion for the Santa train and to see a Challenger this far east. You'll enjoy the human interest and steam action that this interesting tape has to offer. Order Today!

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Turn the clock back to the early 1960's when helper engines were an everyday practice over former Rio Grande's Cumbres Pass, now called the Cumbres & Toltec Scenic. October 1992 was a great show of steam in the Colorado Rockies with 5 days of multiple engine freights. Chama to Cumbres eastbound trips used a rear pusher, and westbound trains from Antonito used a mid-train helper. In addition to two roundtrips on the 64-mile line, we also witness a rare 3-engine freight with two up front and one on the rear. All three were lettered Rio Grande for the special freights.

Super lineside sequences are supplemented with on-train shots as we ride a freight car just ahead of the helper engines.

The Cumbres and Toltec also provided a nice bonus lining up five operating steam engines in Chama for the first time since 1963. The freight trains were operated as authentically as possible and it is unlikely that such a large scale week-long scenario will ever be repeated. However, for a fraction of the cost of a ticket you can enjoy this incredible sight and sound experience. If you call yourself a steam lover then you simply cannot miss this great action tape!

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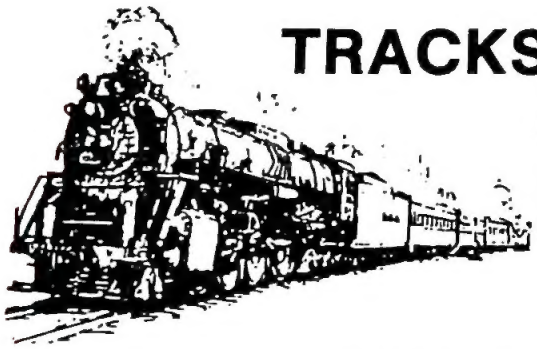

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Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SLC) St. Louis Chapter NRHS, 1135 Colonnade Center, #321, Des Peres, MO 63131; (WDCA) Washington D.C. Area Joint Trip Committee, P.O. Box 487, Washington, DC 20044; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605; (WSC) Winston-Salem Chapter NRHS, P.O. Box 5857, Winston-Salem, NC 27113.

BLOOMINGTON, ILLINOIS, through May 1993. McLean County Historical Society's museum exhibit "What's that coming down the line? The Railroad in the American Mind." Also special events, photography, films and a concert. Exhibit open Monday through Saturday 10am-5pm, until 9pm on Tuesdays. Admission $2. Tuesday evening lecture series. Contact: Mike Matejka, McLean County Historical Society, 200 N. Main Street, Bloomington, IL 61701, 309/827-0428.

NEWFOUNDLAND, NEW JERSEY, May 1. Restored NYS&W Budd RDC car M-1 will make rare-mileage trip across NYS&W's Southern Division main line west to Pelton Road (Warwick, New York,) and east to Resources Terminal (North Bergen, New Jersey,) plus Limecrest Industrial at Sparta Junction. Depart 9am, photo stops en route. Fare $50. Send SASE to: NYS&W Technical & Historical Society, P.O. Box 272, Netcong, NJ 07857; or phone: 201/368-1955.

PERRIS, CALIFORNIA, May 7-9. Orange Empire Railway Museum presents Dinner on the Rails. Dinner train departs ex-Santa Fe depot at 4:30 and 7pm each day for round trip on scenic former Santa Fe branch, with on-board gourmet meal including salad; beef, chicken or fish with steamed vegetables; wine and dessert. Ride, food and gratuities $50. For reservations (VISA and MasterCard accepted) phone: 909/943-3020 9am-5pm weekdays. Proceeds go toward expansion of fire protection system at OERM.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following luxury rail tours out of Oakland, California, aboard open observation car *Virginia City* and either ex-*Super Chief* dome *Plaza Santa Fe* or sleeper *Cascade Nights*, coupled behind regularly-scheduled Amtrak trains. Fares shown are for one-way/round trip, and include all meals and drink. $199/$299.

May 8-9, San Luis Obispo and Los Angeles. $129/$199 (S.L.O.); $199/$299 (L.A.).

July 13-15, Sacramento and Reno. $199/$299.

NORFOLK, VIRGINIA, May 8-9. N&W 4-8-4 611 will power round trips both days to Petersburg. Departs early morning from Norfolk Southern depot at foot of Redgate Avenue in Norfolk, return late afternoon. Historic museum tours, craft shops and restaurants at Petersburg. Doc Severinsen and Tommy Newsom from the *Tonight Show* orchestra will perform at Willett Hall in Portsmouth, Virginia, at 8pm on May 8. For fares and other information phone Portsmouth Department of Tourism, 800/338-8822.

SNOW ON CUMBRES PASS May 8-9. Join video producer Greg Scholl for exciting series of freight movements on the Cumbres & Toltec Scenic Railroad's ex-D&RGW Cumbres Pass line with Rio Grande-painted Mikados fighting snowbound 4% grades. Saturday: two "Cumbres Turns" out of Chama with three locomotives hauling two sections, runbys in remote locations, $350. Sunday: engine move Chama to Cumbres, then pull freight Cumbres to Antonito, with runbys east of Cumbres, $250 (lunch provided). Buy both tickets and qualify for a rebate of $50 if both trains sell out. Contact: Greg Scholl, C&TS Charter, P.O. Box 123, Batavia, OH 45103; 513/732-0660.

DENVER, COLORADO, May 15. 40th Anniversary of Steam Excursions round trip to Laramie, Wyoming, via Sherman Hill. UP 4-6-6-4 3985, equipped with "elephant ear" smoke deflectors, will pull a 14-car consist re-creating a UP streamliner train with coaches, dome cars and lounge. Coach $155, dome $195. Send payment and LSASE to: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80209. Ticket information: 303/778-8954. General information: 303/431-4354.

CHICAGO, ILLINOIS, May 15. Railroad Club of Chicago trip on scheduled Metra/C&NW suburban service to Kenosha, Wisconsin, for dinner at The Station Restaurant (housed in former North Shore Line station). Depart Chicago 5:35pm, return 11:55. Fare of $30 includes round trip rail and shuttle transportation Chicago-Kenosha, plus dinner. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

WILMINGTON, DELAWARE, May 15. Transportation Day at the Wilmington Train Station. Railroad displays including Amtrak, SEPTA, Conrail, PRR and Wilmington & Western. Discount tickets available for WWRR trip on May 16 out of Greenbank Station. Contact: WWRR Info, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

OAKLAND, CALIFORNIA, May 15. Railroad Heritage Day at Oakland Army Base, Maritime Street & West Grand Avenue, 10am-3pm. U.S. Army GP10s will power train of PLA equipment over approximately four miles of government trackage. Free admission to exhibits and train ride. Refreshments and memorabilia available, plus entertainment. For details phone Oakland Army Base, 510/466-3054.

CASS, WEST VIRGINIA, May 21-23. Mountain State Railroad & Logging Historical Association presents Cass Railfan Weekend, which will include program in the shops on Friday evening. Saturday steam trip to Spruce and Sunday to Bald Knob. Saturday's activities will include new logging exhibit at Whittaker with log loader demonstration, championship woodchoppers and night photo session conducted by Jim Boyd at Whittaker. Weekend fare including lunch both days is $65.

Saturday dinner $10 additional. Contact: Railfan Weekend 1993, Cass Scenic Railroad State Park, Cass, WV 24927. For information call 600 225-5982 and ask for Cass. Make checks payable to MSR&LHA

CHAMA, NEW MEXICO, May 22. Cumbres & Toltec Scenic mixed freight and passenger train to Big Horn and return with several photo runbys. Possible doubleheader if ticket sales warrant. $80.00 (includes box lunch). Contact: Friends of the C&TS, P.O. Box 222, Chama, NM 87520; 505/756-2554 or 303/226-0809.

CLEVELAND, OHIO, May 29-30. Central Electric Railfans' Association 4th annual Electric Railway Weekend commemorating 25th anniversary of rapid transit service to Hopkins International Airport. CERA will host trips to Trolleyville USA and a chartered rail excursion over the entire Cleveland Rapid Transit system. Fare of $40 for adults or $20 for children includes both trips and admission to membership program scheduled for Saturday night in downtown Cleveland. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

THE OREGON TRAIL SPECIAL powered by UP 4-6-6-4 3985 will operate round trip Salt Lake City to Portland in segments shown below. Photo stops planned for each day. Diesel helper (possibly DDA40X 6936) both directions between Hinkle, Oregon, and Pocatello, Idaho. Through fares $650 coach, $850 vista dome coach, $950 premium. Contact: Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0080, 800/444-3985.

May 29 Salt Lake City-Pocatello. **May 30** Pocatello-Boise, (bus connection to Nampa), **May 31** Nampa-Baker City.

June 1 layover Baker City, **June 2** Baker City-Pendleton, **June 3** Pendleton-Portland, (**June 5-6,** see "Portland Rose/Deschutes River Special" listing below), **June 12** Portland-Hinkle, **June 13** Hinkle-Baker City, **June 14** Baker City-Boise, **June 15** Boise-Pocatello, **June 16** Pocatello-Salt Lake City. (See listing below for June 19 run SLC-Green River.)

SALUDA, NORTH CAROLINA, May 30. Railroad Day celebrating America's steepest main line railroad grade featuring round trip excursion between Asheville, N.C., and Spartanburg, S.C., powered by N&W 4-8-4 611. Activities include parade, outdoor luncheon, railroadiana and crafts sales. For excursion details, send SASE to: Asheville Chapter NRHS c/o Antique Toy & Train Co., 523 Merriman Avenue, Asheville, NC 28804.

GREENBANK, DELAWARE, May 31. Two 19-mile round trips on Wilmington & Western Railroad to Hockessin via Red Clay Creek Valley. Expect 4-4-0 No.98 to depart Greenbank Station (on Route 41 just north of Route 2, four miles southwest of Wilmington) at 10am and 1pm. For fares and information contact: WWRR, Box 5787, Wilmington, DE 19808; 302/998-1930.

NEW PORT RICHEY, FLORIDA, June 4-6. Electric Railway Clubs of Florida 8th Annual Florida Trolleymen's Meet at Elfers Senior Center, Barker & Grey streets. Movies, slides, swap tables, traction layouts and more. Registration $8. Send SASE to: Clem Heilen, 4810 Mirage Avenue, Holiday, FL 34690-5844; 813/937-3069.

CLEVELAND, OHIO, June 4 and 8, 2nd and 3rd *Playride Express* murder mystery train at Trolleyville U.S.A.. Includes train ride, dinner and at least three "murders." Contact: Carolyn Hassell, Playride Express c/o Trolleyville U.S.A., 7100 Columbia Road, Olmsted Township, OH 44138; 216/235-4725.

PORTLAND ROSE/DESCHUTES RIVER SPECIAL powered by UP 4-6-6-4 3985 will operate round trip from Portland to Bend, Oregon, June 5-6 via the Columbia River Gorge and Deschutes River Canyon, with an overnight stay in Bend. Photo stops planned for both days. Coach $250, dome coach $295, premium class $335. Price includes lunch each day and bus transfers at Bend. Contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97280; 503/244-4449 or: Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0080; 800/444-3985.

PETALUMA, CALIFORNIA, June 5. Spring Railfan Show '93 at Hermann Sons Hall, 6pm-11:30pm. Spaghetti buffet at 6:45pm, multi-projector slide presentations with coordinated audio 8:15-10:30, favorite slides from 10:30 on (bring five of your own). Admission $15. Proceeds go to Sonoma County Model Railroad Society building fund. For details phone Terrel or Sharon Tinkler, 707/527-9515.

WORCESTER ACCOMACK NORTHAMPTON DAYCOACH will operate the following round trip excursions on former New York, Philadelphia & Norfolk route. Unless otherwise indicated, fares are $13 for adults, $8 for children under 13. Food available on all trips. For details contact: WAND Inc., Box 135, Parksley, VA 23421; 804/665-6271 or 410/651-2772.

June 5 Parksley to Nassawadox, departs at 11am and 3pm.

July 17 Pocomoke, Maryland, to Cape Charles, Virginia, departs 9:30am, adults $25, under 13 $20.

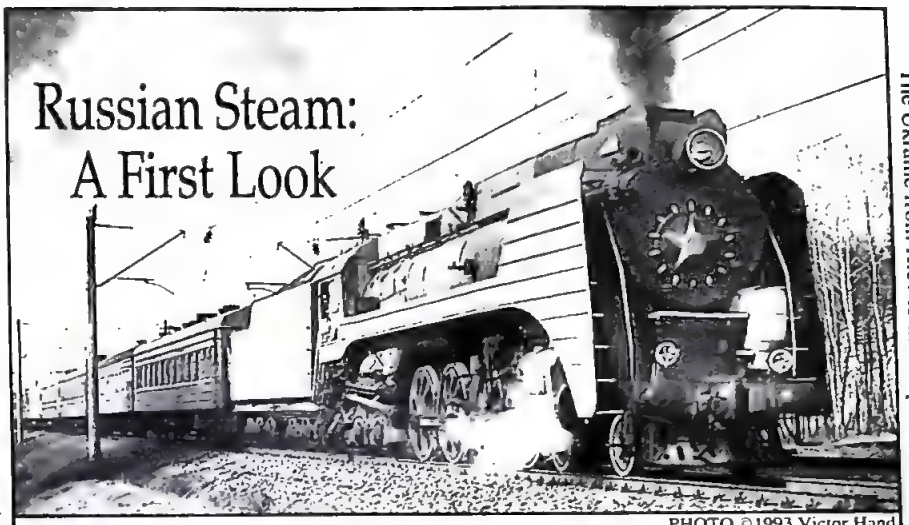
DILLSBORO, NORTH CAROLINA, June 5-6. North Carolina Transportation Museum charter trip covering entire length of Great Smoky Mountains Railway. Ride train one day with shuttle bus return, or ride train both days with overnight stay in Murphy. One day $65, both days $120. Price does not include accommodations or meals. Contact: NCTHC, GSMR Trip, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Includes railroad swap meet, tables $5. Contact: Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403; 319/362-5646 evenings.

★ Er 0-10-0 L Class 2-10-0 P36 4-8-4 ★

The Baltic States, Belarus (White Russia), the area around Minsk

Russian Steam: A First Look



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COLORADO RAIL ANNUAL No. 20, includes: Early construction on the Rio Grande in the Utah Desert and Across Soldier Summit by Jackson Thode & James Ozment. Union Pacific Articulated Steam, photo essay by Richard H. Kindig. Denver Post Frontier Days Specials by Richard Kreck, Kenton Forrest and Alexis McKinney. Historic Burnham Shop Office Building, photo article by A.D. Mastrogiusseppe. Mexican National Narrow Gauge by Robert LeMassena. Over 200 pages, profusely illustrated. In production now with a delivery date expected in July 1993. **Special prepublication price of $37.95** through June 30th, 1993; $42.95 thereafter. (Please add $3.25 shipping & handling.)

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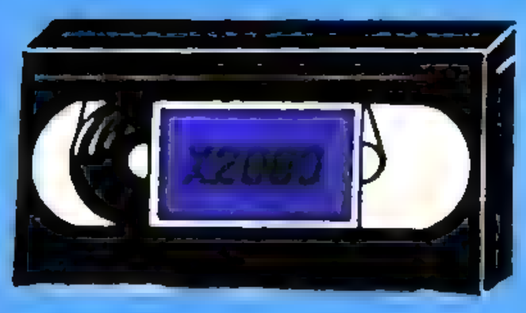

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ALTOONA, PENNSYLVANIA, June 12-13. Bus trip from Middletown, New York, to visit Horseshoe Curve, Gallitzin, Allegheny Portage Railroad National Historic Site and special exhibits at Railroaders Memorial Museum. Museum executive director Peter Barton will conduct tour. For details contact: Ontario & Western Railway Historical Society c/o Hal Ripperger, 373 Garretson Avenue, Staten Island, NY 10305; 718/979-4064.

CHICAGO, ILLINOIS, June 12. Railroad Club of Chicago excursion to Illinois Railway Museum in Union aboard regularly scheduled Metra/C&NW suburban trains Chicago-Crystal Lake and charter bus beyond. Depart Chicago 8:30am, return 6:20pm. Fare $30, under 12 $15. Price includes unlimited rides at IRM. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

BOONE, NORTH CAROLINA, June 18-20. ET&WNC Historical Society 5th Annual Convention at Tweetsie Railroad. Right of way tours, banquet, admission to Tweetsie Railroad and model exhibits. For details contact: Johnny Graybeal, Rt.1, Box 332-H, Blowing Rock, NC 28605; 704/264-4758.

SALT LAKE CITY, UTAH, June 19. UP 4-6-6-4 3985 will power one-way excursion to Green River, Wyoming, return trip by deluxe motor coach. Fare of $180 includes box lunch, photo runby and entertainment. Deluxe and premium seats also available in domeliners, lounge and dome-diner at additional price. Contact: Steam Trip '93 c/o Union Station, Room 212, 2501 Wall Avenue, Ogden, UT 84401; 801/629-8444.

ALLAIRE, NEW JERSEY, June 20. Great Locomotive Chase Civil War Reenactment at Pine Creek Railroad in Allaire State Park, Route 524 in Wall Township, noon-4pm. Simulated battle and two-train chase held hourly. Regular Pine Creek train runs on the half hour between each Civil War reenactment. Can be viewed from train or battlefield. Park entry $3 per vehicle, train fare $1.50. For more information phone: 908/938-5524.

PORTSMOUTH, VIRGINIA, June 24-27. Norfolk & Western Historical Society 1993 Annual Convention at Portsmouth Waterfront Holiday Inn. Local facility tours, displays, banquet. Contact: Jerry Kay, 313 Plover Drive, Portsmouth, VA 23704; 804/397-1426.

BOSTON, MASSACHUSETTS, June 25-July 11. "Gold Nugget Special" Amtrak tour to the West including Denver, Las Vegas, Lake Mead and steam trips on the Grand Canyon Railway, Durango & Silverton and Cumbres & Toltec Scenic. From $1800 per person, double occupancy. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

CHAMA, NEW MEXICO, June 26-27. Annual Jim Trowbridge Photo Freight Train two-day round trip excursion to Antonito, Colorado, on Cumbres & Toltec Scenic Railroad. Re-creation of Rio Grande 1940s freight. Limited space. Fare $500. Contact: Jim Trowbridge, 502 So. Cody Street, Lakewood, CO 80226; 303/988-2267.

ALLEN PARK (DETROIT), MICHIGAN, June 26-27. NKP 2-8-2 587 will power excursion to Bellevue, Ohio. Adults $79, children $64, Silver Class $165. Optional attractions at additional charge. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

EXPLORERS VII RARE MILEAGE TRIP July 3-10. Will cover over 1200 miles in Wisconsin and Minnesota. Fares $2450 per person, double occupancy; $300 roomette supplement. For details contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515. **July 3** LaCrosse-Green Bay on WC (ex-GB&W). **July 4** Green Bay-Kewaunee and Manitowoc (ex-C&NW). **July 5** Manitowoc-Milwaukee via Hilbert Jct. and Menasha (WC and C&NW). **July 6** Milwaukee-Green Bay via Hilbert Jct. (ex-Milwaukee Road). **July 7** Green Bay-Rice Lake, side trip to Almena (ex-Soo). **July 8** Rice Lake-Duluth via Ladysmith over ex-C&NW from Gordon, plus Duluth Harbor tour. **July 9-10** Duluth-Two Harbors via North Shore Scenic (ex-DM&IR), Two Harbors-Duluth (DM&IR) via Allen Jct. and Iron Jct., plus branches and mine tour.

CHICAGO, ILLINOIS, July 9. Railroad Club of Chicago will operate excursion using scheduled Metra/BN suburban service to Aurora featuring photo/movie opportunities at various locations. Depart Union Station 4:52pm, return 8:12 pm. Adults $20, under 12 $10. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

FRANKLIN (CINCINNATI), OHIO, July 16-18. Three Rivers Narrow Gauge Historical Society 1993 Annual Conference at Holiday Inn of Middletown, I-75 at State Route 122. Ride on former narrow gauge Cincinnati, Lebanon & Northern Railway and learn about other Eastern narrow gauge lines. Contact: James Foster, 2600 Shroyer Road, Dayton, OH 45419; 513/299-1599.

UP 4-6-6-4 3985 TO CHICAGO for the NRHS National Convention. **July 17** Omaha-Kansas City. **July 18** Kansas City-St. Louis via River Sub. **July 19** St. Louis-Chicago. **July 20-24** Convention activities. **July 25** Chicago-St. Louis. **July 26** St. Louis-Kansas City. Possible Kansas excursions west of Topeka. Three-day excursion Omaha-Chicago is being sponsored by Camerail Club and St. Louis Chapter NRHS. For ticket information phone Dave Seidel during evenings at 402/563-1624.

PRIVATE CARS TO CHICAGO for the NRHS National Convention. Washington D.C. Chapter NRHS will operate restored Pullman heavyweight buffet-lounge *Dover Harbor* and a Streamliner era sleeper behind Amtrak's *Capitol Limited*, Washington, D.C.,-Chicago July 19-20, Chicago-Washington, D.C., July 25-26. Onboard meals, cocktails, snacks and sleeping accommodations. Round trip fares from $475 for chapter members, from $525 for non-members. Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13425 Reid Circle, Ft. Washington, MD 20744-6522; 301/292-9592.

CHICAGO, ILLINOIS, July 21-25. 53rd Annual NRHS National Convention hosted by Chicago Chapter NRHS. Convention-sponsored trips and events are scheduled for dates shown. For further information, contact: 1993 NRHS Convention, P.O. Box 53, Oak Park, IL 60303; or phone 312/342-4244.

July 21: Metra train Chicago-Elgin, with bus connection to Illinois Railway Museum for special IRM excursion

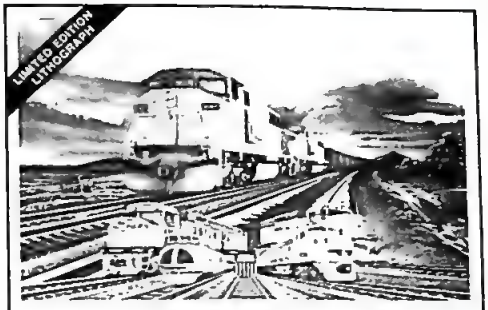
July 22: UP 4-6-6-4 3985 round trip over ex-C&EI main Dolton to Findlay, or optional CTA excursion on Chicago's elevated transit system.

July 23: Meetings, symposiums and annual banquet and night photo sessions.

July 24: NKP 2-8-2 587 and NKP 2-8-4 765 doublehead over ex-Nickel Plate main from Calumet Yard to Argos, Indiana; evening film festival.

July 25: Excursion on Chicago SouthShore & South Bend, and C&NW 4-6-0 1385 trip on ex-Rock Island line Chicago-Joliet.

STOCKTON, CALIFORNIA, July 22-25. Union Pacific Historical Society 9th Annual Convention at Stockton Hilton Inn. Tours of UP facility in Stockton, San Francisco-Oakland area



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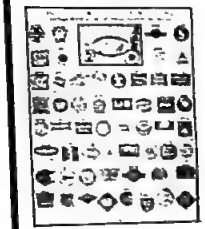

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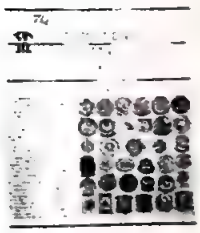

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R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Great Eastern Publishing*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $2.50 shipping & handling (Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of over 300 rail attractions. The 1993 (28th annual) edition will be available in May 1993.

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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Hedjaz Jordan and Syria, July 3-12, steam runpasts in deserts and mountains.

Zimbabwe & Zambia, July 24-August 7, famous ZimZam Garratt Steam Safari.

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Pakistan, October 1-16, steam specials, may include Khyber Pass.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Steam in the Andes, August 14-27. Tour of entire Guayaquil & Quito Railroad with 11 trains, 7 with Baldwin steam. From $2745.

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RAILROADING DOWN UNDER, September 10-October 1. Professional railroader will lead 3600-mile rail tour of Australia, limited to 20 people. Begin in Cairns on Queensland's northern coast, finish in center of continent at Alice Springs. Highlights include over 160 miles behind main line steam from Adelaide to Victor Harbor; narrow, standard and broad gauge streamlined passenger trains; visits to Australian National Railways facilities; special events organized by local rail historic and enthusiast groups and visits to famous cities like Brisbane, Sydney and Melbourne. Schedule allows time for independent sightseeing at most cities. Fares from U.S.$3550 per person, double occupancy, cover 21-day land tour with all accommodations, transportation, most meals, admissions to venues, fees and taxes. Pre- and post-tour options available, including mixed train in northern Queensland's outback and across the Nullarbor Plain on famous Indian Pacific route with the world's longest railway tangent. Contact: A1 Tours and Travel, 2701 Sunset Point Road, Clearwater, FL 34621; 800/677-9412.

RAILROADIANA MEETS

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train & hobby shows on dates shown. Admission $3, 12 and under free.

Fayetteville, North Carolina, May 1, Charlie Rose Expo Center off Highway 301 South.

Raleigh, North Carolina, July 10-11, North Carolina State Fairgrounds off I-40.

LITTLE ROCK, ARKANSAS, May 1. 14th Annual Railroad Antiques and Collectibles Show & Sale at Arkansas State Fairgrounds Hall of Industry, 9am-5pm. Over 100 tables including railroadiana and model trains. Admission $2, tables $20. Contact: Arkansas Railroad Club Show, P.O. Box 9151, North Little Rock, AR 72119; 501/753-4582 before 9pm Central Time.

CLASSIC TRAINS & EXHIBITIONS will host its train show at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Groff, 3385, Brigadoon Circle SW, Dalton, OH 44618.

Greensburg, Pennsylvania, May 2 Mountain View Inn, 1001 Village Drive

Akron, Ohio, [illegible] 3002 Krebs Drive

GREAT MIDWEST [illegible] the following dates. Adults $[illegible] GATS Ltd , P.O. Box 1745 Lombard, IL 60148, 708/834-0653.

Wheaton, Illinois, May 2 and June 6, DuPage County Fairgrounds, County Farm Road & Manchester

Glen Ellyn, Illinois, July 18 College of DuPage

WALLINGFORD, CONNECTICUT, May 2. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $2. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

WINSLOW, NEW JERSEY, May 2. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family $5. 150 passes issued for free caboose ride on Southern R.R. of N.J. (passes issued only to advance reservations at $3 per person rate; no family rate for passes). Contact: Bill Powell, 306 Broad St., Williamstown, NJ 08094; 609/728-1327 until 9pm.

ROANOKE, VIRGINIA, May 8. 3rd Annual Spring Railfair at National Guard Armory, 10am-4pm. Over 100 tables of railroadiana, collectibles and models. Admission $4, ages 3-12 $1, under 3 free. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

TIMONIUM, MARYLAND, May 8. Transpo '93 Baltimore Transportation Memorabilia Show & Sale at Maryland State Fairgrounds, just off I-83, 10am-4pm. Thousands of railroad, steamship, airline, trolley and bus items for sale. Admission $4, under 12 free. For details send LSASE to: Transpo '93, P.O. Box 10372, Alexandria, VA 22310.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Hempstead, New York, May 8-9. Hofstra University Physical Fitness Center.

Kenner, Louisiana, June 19-20. Ponchartrain Center.

Charlotte, North Carolina, June 26-27. Metrolina Expo.

Monroeville, Pennsylvania, July 17-18. Pittsburgh Expo Mart.

Virginia Beach, Virginia, July 24-25. Virginia Beach Convention Center.

Timonium, Maryland, July 31-August 1. Timonium Fairgrounds.

NEWTON (WABAN), MASSACHUSETTS, May 14. Collectors Night & Model Railroad Show at Union Church, Waban and Collins streets, 7-10pm. Admission $1. Contact: Kevin Farrell c/o Boston Chapter NRHS, P.O. Box 252, Newtown Branch, Boston, MA 02258; 508/663-8464 7-10pm.

DENVER, COLORADO, May 22. 3rd Annual Denver Railroad Memorabilia Show & Sale at Denver Merchandise Mart, I-25 &

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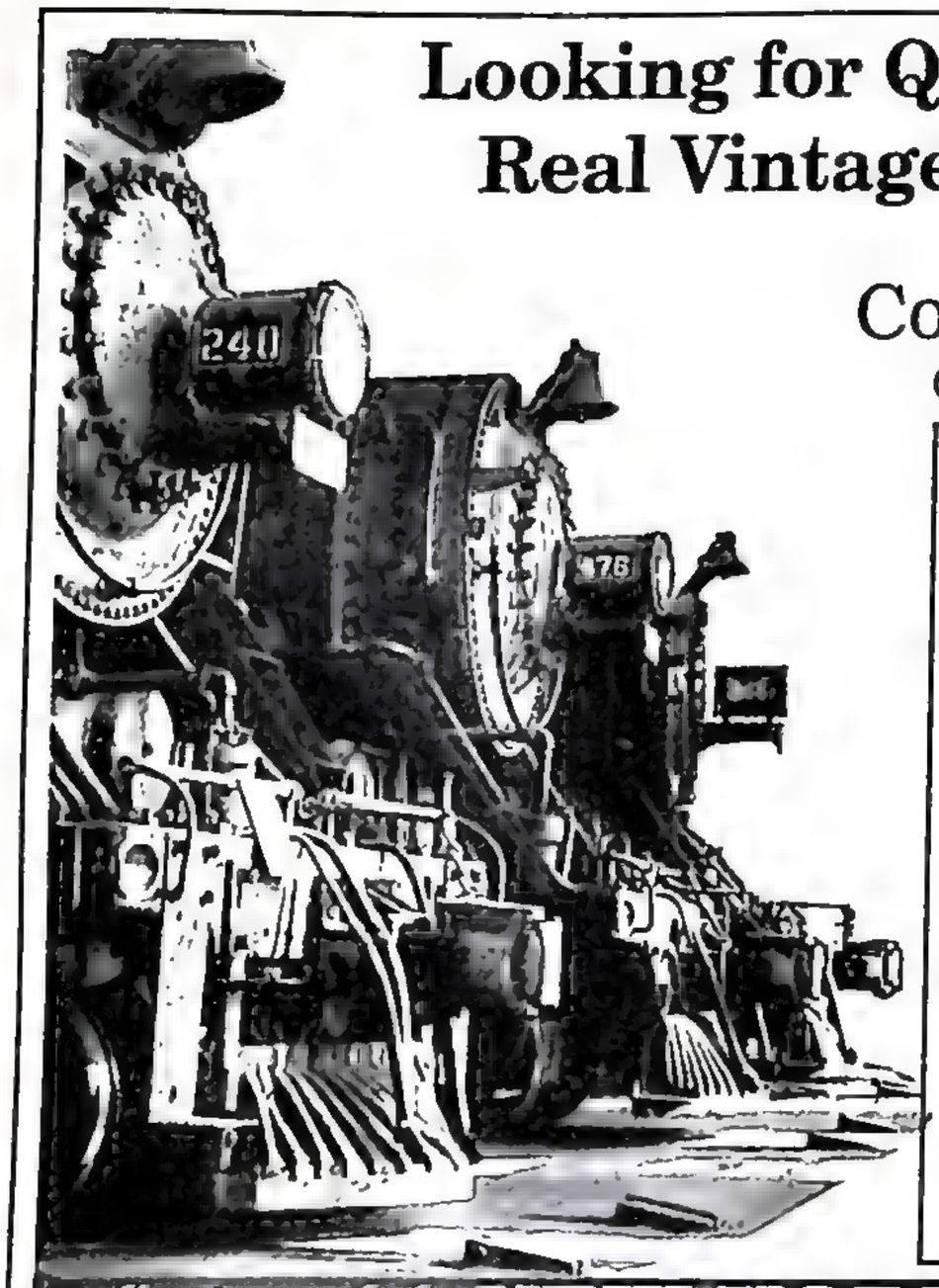

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FRANKLIN SQUARE, NEW YORK, May 23. L.I.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin, NY 11010, 516/775-4801.

STROUDSBURG, PENNSYLVANIA, May 29. Spring Pocono Train Show at Stroudsburg High School, 1100 West Main Street (Exit 48 off I-80), 9am-2pm. Adults $3, family maximum $5, under 12 free. Contact: Pocono Chapter NRHS c/o John Lutz, 39 Kinney Avenue, Mount Pocono, PA 18344; 717/839-7465.

PARSIPPANY, NEW JERSEY, June 6. Spring '93 Sell & Swap at Parsippany P.A.L., 33 Baldwin Road (just south of Route 46 at Baldwin Road, one mile east of I-287), 9am-3pm. Wide variety of railroadiana, maps, photos, models and more, plus rail author David Sweetland, Conrail and Amtrak displays, operating layouts and more. Food available on the premises and nearby. Adults $4, children and seniors $3, family maximum $6. Contact: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

CEDAR RAPIDS, IOWA, June 6. Railroaders Reunion & Railroad Swap Meet at Ushers Ferry Historic Village in Seminole Valley Park. Theme is "CB&Q: Everywhere West." Tables $5. Contact: Darrell Ferreter, 6201 Highview Drive SE, Cedar Rapids, IA 52403; 319/362-5646 evenings.

OMAHA, NEBRASKA, June 13. Nebraska-Iowa Railroaders Club Annual Train Show & Swap Meet at Holiday Inn, 72nd & Grover, 9am-2pm. Contact: Larry Wiles, 1222 First Avenue, Nebraska City, NE 68410-2320.

SACRAMENTO, CALIFORNIA, June 20. 16th Annual Great Pacific Railroadiana Show & Sale at Scottish Rite Temple, 6151 H Street, 10am-4pm. Over 100 sellers of railroad, steamship, bus and airline memorabilia, plus showing of rare 16mm railroad movies. Just 4 miles from California State Railroad Museum. Admission $4, tables $30. For details send SASE to: Roy Gabriel, P.O. Box 981, Sacramento, CA 95812; or phone: 916/485-2800.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

July 10-11, Collinsville, Illinois. Gateway Center.

July 24-25, Indianapolis, Indiana. Indiana State Fairgrounds.

COLORADO SPRINGS, COLORADO, July 10-11. Railroad Antique Show & Swap Meet at Colorado Springs City Auditorium, 10am-5pm Saturday, 10am-4pm Sunday. Over 100 tables, door prizes, operating layouts and more. Adults $2, under 12 $1. Contact: Colorado Midland Chapter NRHS, P.O. Box 824, Colorado Springs, CO 80901.

CHATSWORTH, ILLINOIS, July 24-25. Chatsworth Heritage Days, sponsored by TP&W Historical Society and Chatsworth Historical Society, at American Legion Hall 10am-6pm Saturday, 10am-4pm Sunday. Free admission. Caboose rides, swap meet, railroad and model displays.

NASHVILLE, TENNESSEE, July 31. Railroadiana and Train Show & Sale at Tennessee State Fairgrounds, Wedgewood Avenue & Nolensville Road, 9am-4pm. Admission $3, under 12 $1, tables $15. For tables, contact: Terry Bebout, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/833-5077.

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Plowing the Ides of March

The mid-March blizzard that crippled much of the East (see RAILNEWS) dumped two feet of snow and created drifts of up to 15 feet in western New York, prompting sister short lines Rochester & Southern and Genesee & Wyoming to dispatch a plow extra on March 15, 1993. The R&S sent G&W GP38 50, Buffalo & Pittsburgh GP38 7822 and G&W SW1500 47 south out of Rochester on the joint R&S/G&W line, pushing through snow to P&L Junction in Caledonia. There, the units coupled to G&W's classic Russell snowplow and continued south on the R&S, battling deep snow outside Caledonia (**below**) and at Rock Glen (**above**) before reaching the Conrail interchange at Silver Springs. When the R&S extra reached Silver Springs, a Conrail plow extra arrived with two GP40-2s and a double track plow like those on the bottom of page 4 — PETE SWANSON.

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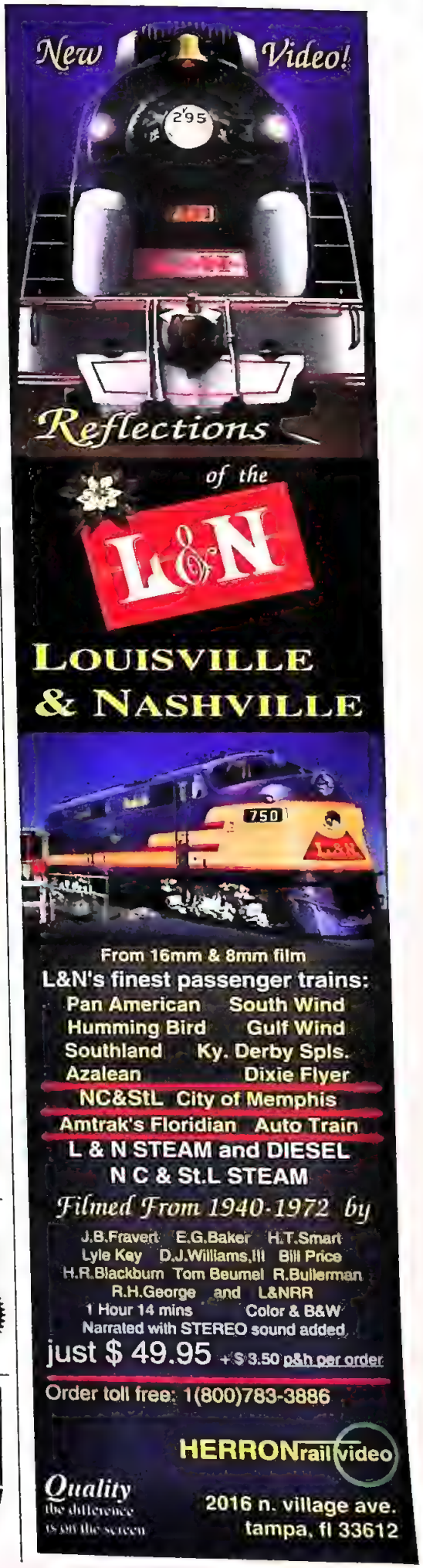
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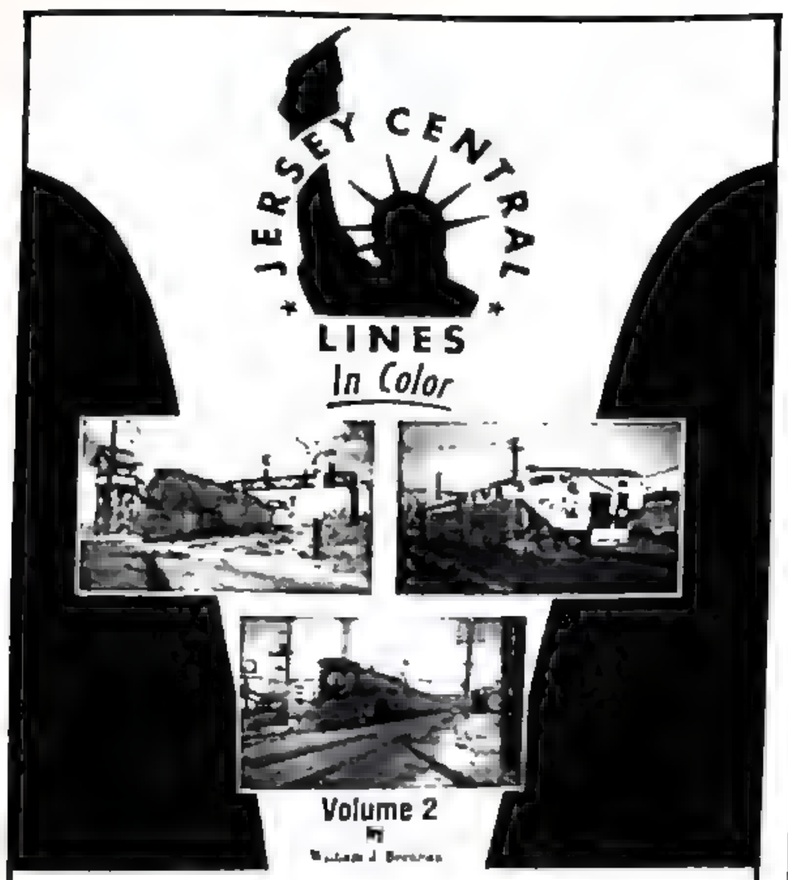

JERSEY CENTRAL LINES In Color, **Volume 2** will be available June 1, 1993. This 128-page hardcover highlights the period of Camelbacks, Mikados and tangerine and blue Baldwin babyfaces and F3s. Special emphasis also given to the Pennsylvania Division. Order this book today at the special pre-publication price of:

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On the Menu

BY JAMES D. PORTE[illegible]D

Railroad China and Replicas

Mention rail dining to those who remember it at its finest, and the second thing they'll praise is the china, as in, "Ah, yes, the food, the fine china, the linens...," and so on. A sturdy, attractive inducement to dine, plates and dishes used on trains had low centers of gravity to help keep them and their contents on the table and featured a deep center well to discourage sloshing. Early on, railroads used stock patterns from the finest manufacturers. This practice soon gave way on named trains to commissioning designs featuring the logo of the line's finest flyers — Union Pacific's "Winged Streamliner" pattern, for instance. Or they could be patterns reflective of the railroad itself, like Wabash's "Banner" pattern. Sometimes the china would highlight a distinctive aspect of the railroad's route — Great Northern's "Mountains and Flowers" pattern is one example.

The existence of such china — both common and unusual, but now rare and valuable — gave birth to a small but active sub-group of railfans: china collectors. Organized under the banner of the Railroadiana Collectors Association (c/o Joe Mazanek, 795 Aspen Drive, Buffalo Grove, IL 60089; $15.00/year dues), the 1350-member group publishes *Railroadiana Express*, an informative, heavily illustrated, 32-page glossy magazine five times a year. And many of these folks enjoy getting together to share a meal served on the real stuff, thus giving new meaning to the expression "savoring trains."

But if knowing your dinner is served on an authentic mint condition plate valued at more than $250.00 from your favorite railroad makes you loose your appetite, or if the thought of sipping coffee from a cup and saucer that cost upwards of $400.00 makes you want to skip dessert, not to worry. You can enjoy this aspect of railfanning using replicas of famous dining car china. Four attractive sets are currently available.

The Santa Fe's "Mimbreno" china, created exclusively for the *Super Chief*, features 1000-year-old designs of earth and sky creatures originally executed by the native American Mimbres culture of southwestern New Mexico. Each piece is rimmed by a unique, authentic, compatible band. Done in stunning charcoal grey-on-white, a five-piece place setting — 10″ dinner, 8 ¼″ salad and 6⅛″ bread plates, cup and saucer — lists for $82.00. Additional pieces, service plates and glassware are available. Call the potter, Pipestone, at 717/235-8998 to learn of a dealer near you or to order direct.

The Pennsylvania Railroad's crisp "Keystone" pattern, white dishes trimmed in a bold and a fine tuscan line and accented on one edge by a tuscan Pennsy keystone herald, is available from the Strasburg Rail Road gift shop. A six-piece service — 9″ dinner, 7¼″ dessert and 5¼″ bread plates, cup and saucer, and 5¼″ fruit dish — can be purchased for $112.00. Various authentic serving dishes and glasses are also available. Call 717/687-7686 to order or to request a full price list.

The 1938 version of the New York Central's *Twentieth Century Limited* featured Henry Dreyfuss' "Century" pattern, a memorable column of individual grey bars, the top three of which separate the components of the train's name. This design decorates each piece of a five-piece set — 9″ dinner and 6″ bread and butter plates, 4½″ sauce dish, and cup and saucer — available for $99.50 from The Private Car Limited. Your set is accompanied by a napkin, menu and wine and water glasses. Call 618/397-0823 after 7:00 p.m. CST to order or to request an extensive catalog of replica and authentic railroadiana.

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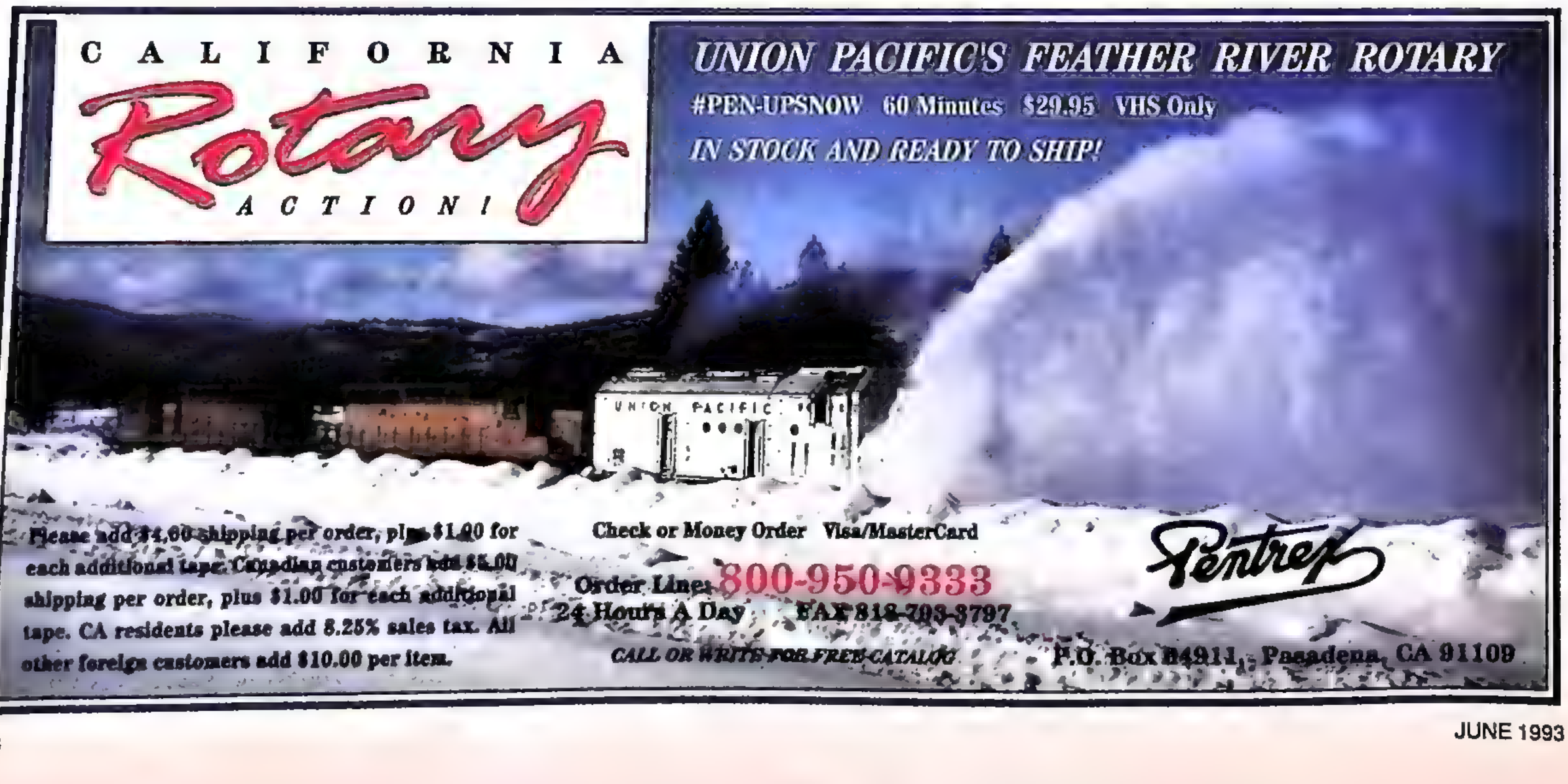
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ible" is the Baltimore & Ohio china available from the B&O Railroad Museum gift shop in Baltimore. Each piece of this traditional blue "Centenary" pattern, designed for the 1927 Fair of the Iron Horse and then placed in service on all B&O dining cars, features a different historic B&O scene — West Virginia's Cheat River, for example, and the Thomas and Carrollton Viaducts — in the center. A decorative border portraying several significant B&O locomotives frames the picture. An eight-piece setting — 10½" dinner, 8" salad and 6" bread and butter plates, cup and saucer, bouillon cup and fruit and cereal bowls — sells for $139.00. Call the gift shop at 410/539-2311.

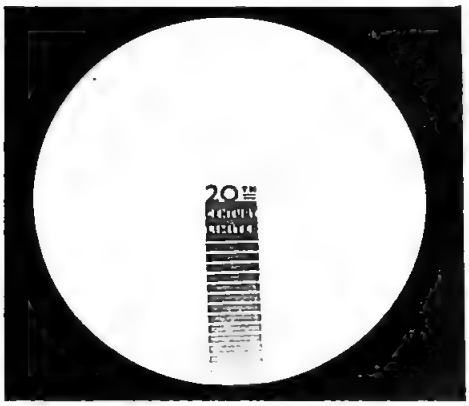
What makes the B&O replicas collectible are the reproduction runs. Each run is limited to 360 services. As the supply of one reproduction is depleted, another is commissioned which features the same pattern but a different backstamp. A soon-to-be-produced new run — the third in 16 years — will be backstamped "1883-1993" with larger pieces holding a shield, all to honor the 100th anniversary of the B&O's practice of setting aside examples of each of its locomotives for public display.

Now here's a tip: Help your rail group celebrate a special event or raise funds by offering your own commemorative china. Rail china authority Dick Luckin (621 Cascade Court, Golden, CO 80403) will help you recreate an authentic replica of your favorite railroad's finest china pattern or create a customized design for you to celebrate some aspect of your historical society or model railroad club. The minimum order, service for twelve employing a five-piece place setting (60 pieces total) will cost $1000 and up, depending on the size and complexity of the design. Or, Kathy Kindig of Pipestone (6 Onion Boulevard, Shrewsbury, PA 17361) will convert finished art of your own design or favorite pattern into 500 sheets of decals, then professionally cast them into finished pieces. A sheet may contain four 10" plate designs, one complete place setting, or the like. Prices vary widely depending on the colors used, the size and number of pieces involved, etc. Dick and Kathy are inflexible about one requirement: Authentic recreation pieces must be clearly and permanently backstamped as replica china. For more information, contact Dick or Kathy directly.

Bon appetit!

Note: All prices cited are subject to change without notice and do not include applicable taxes or shipping charges. Most dealers accept VISA and MasterCard, and some honor American Express.

TWO PHOTOS KARL ZIMMERMANN



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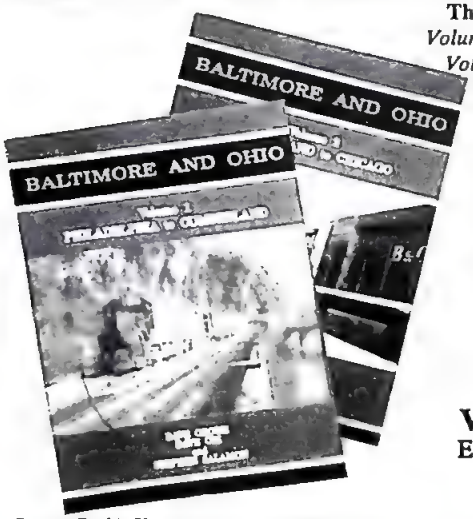

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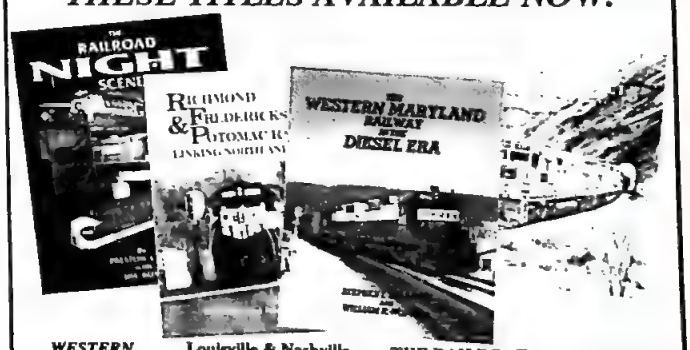

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Camera Bag

BY JIM LOYD

A Matter of Attitude

GUEST COLUMNIST: TED BENSON

The most important piece of equipment any photographer can possess won't be found in a camera bag. It's not available in any camera store, yet it's an accessory anyone can obtain. The most vital of creative instruments, it comes from within the individual artist. This secret to success is so basic that often it's simply ignored.

It's called a positive attitude.

Three "Ds" define a positive attitude.

Desire is foremost. You've got to want to succeed and be willing to work at it as hard as you can, always staying hungry to learn and improve. Desire is the spark that ignites the creative fire.

Discipline comes next. You have to commit the hours, days and years to building the foundation of strong photography, remembering that much of the progress comes from what such an accomplished artist as David Plowden refers to as "sheer donkey work." There's not much glory in slaving over a tank of developing film, filing negatives, spotting prints, sorting slides or preparing work for publication or exhibition. But without that work, your best efforts with the camera are virtually all in vain.

Still, desire and discipline are wasted without the third "D": discernment. Your efforts must be kept in perspective. No amount of personal achievement is worth the sacrifice of one's basic humanity. Think of photography as a journey, not a destination, and prepare for a long, enriching trip.

As you put your positive attitude to work, there are a few specifics to keep in mind. First, do your homework, whether you're preparing for a field trip or trying new procedures in the darkroom. Know what you are doing and why before you start. Luck tends to favor those who are well-prepared.

Communicate. Make as many arrangements in advance as you can before embarking on a photographic safari. Railroad companies tend to be more receptive when they know who is coming and why they are there. Once on location, talk *with* people, not *to* them. Be a good listener. Make yourself approachable and let people come to you on their terms. A few extra minutes spent listening can make all the difference when it comes to finding new locations or learning the details of local operations. If nothing else, you'll hear some great stories, which can only increase your appreciation of the subject matter.

Reciprocate. Make the effort to send prints and published work to those who have helped you along the way. Lifelong friendships can result, and your efforts will only become more productive in the process. Photographs are fun to "take," but they're even more enjoyable to give.

Educate. Share your knowledge with others. There aren't many secrets in the railroad and photographic worlds any more. Most fans are more than willing to trade information, and the hobby only grows as a result. The same holds true for the technical side of photography. You may have the answer to someone's "impossible" problem, and they in turn may help you out of an area of confusion. We all learn from each other, especially through our mistakes, and there's not a single photographer out there who hasn't blown it more than once.

Above all else, keep an open mind. Don't be afraid to try new ideas and approaches. The only true failure comes from not making an effort in the first place. A positive attitude often means leaving your ego at the door. Remember the word "assume" really means making an "ass" out of "u" and "me." Ask questions, no matter how basic they seem, and try to anticipate action before it happens. Stay flexible in the face of the unexpected.

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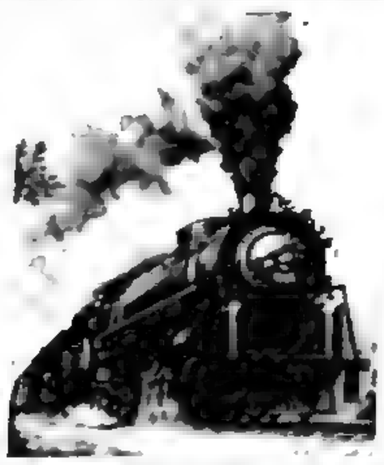

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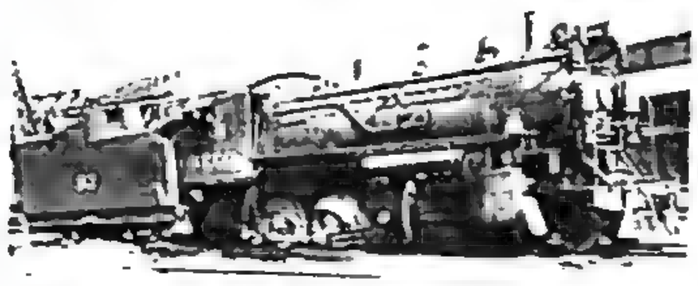

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BY MIKE DEL VECCHIO

New Arrivals

"All aboard for Eureka," produced by Mountain Automation Corporation, P.O. Box 2324, Fort Collins, CO 80522-2324, is a television-style documentary about the two-mile Eureka Springs & North Arkansas tourist railroad in the northern Arkansas town of Eureka Springs. The ES&NA is isolated on original Eureka Springs Railway right-of-way with no nearby rail connection, and it is primarily steam powered with a former-Moscow, Camden & St. Augustine 2-6-0 (Rogers, 1906) — an EMD switcher powers the dinner trains. The program combines contemporary views of the ES&NA with vintage black & white still photos of early Eureka Springs life. The narration is very well done and well researched, and the video quality is first rate. The contemporary railroad is well-covered, too, including scenes of watering, the turntable and wye operations, plus views of the many wooden trestles along the line's relatively short route. On-train views and cab footage round out this fine show about a railroad that has received little coverage in print or video. 30 minutes, $19.95 plus $3.00 shipping (VHS only).

"Shay 6 to Spruce," from Rail-Oz Video, c/o Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741, documents a few of the first outings of Western Maryland Shay No.6 over the newly rebuilt Cass Scenic Railroad main line and the brand new connection to CSX at Spruce. The actual trips are the May 9-10, 1992, Carl Franz excursion (covered in the August '92 RAILNEWS) and a May 16, 1992, trip sponsored by the Hagerstown Roundhouse Museum. On both outings, photo runs were made at almost every curve, and the footage includes trackside angles and views from the caboose looking at the train as well as shots of the Big 6 on a log train taken from the passenger train traveling just ahead of it. There are also doubleheaders, the annual three-Shays-running-abreast ritual and views of Cass' Western Maryland BL2. The camera work is straight forward with some panning but mostly "calendar" views with the train running through the scene with good audio. There is narration at the very beginning of the show to set the stage, then subtitles offer location names. This show seems to be geared (pun intended) more for the hardcore viewer, but the editing flows well, and I found the tape quite enjoyable. Sony digital Hi-8 camcorders were used for the shooting, and the video quality is quite presentable. Produced as a fundraiser for the Museum, this video offers lots of fine Shay action. 60 minutes, $30.00 (Md. res. add 5% sales tax).

Rotary snowplow action

The winter of 1992-93 will certainly be one to remember — near-record snowfalls from coast to coast resulted in special railroad operations, and in the West rotary snowplows were called out to keep the main line trains running. We expect to see several snowy videos before summer, and the first

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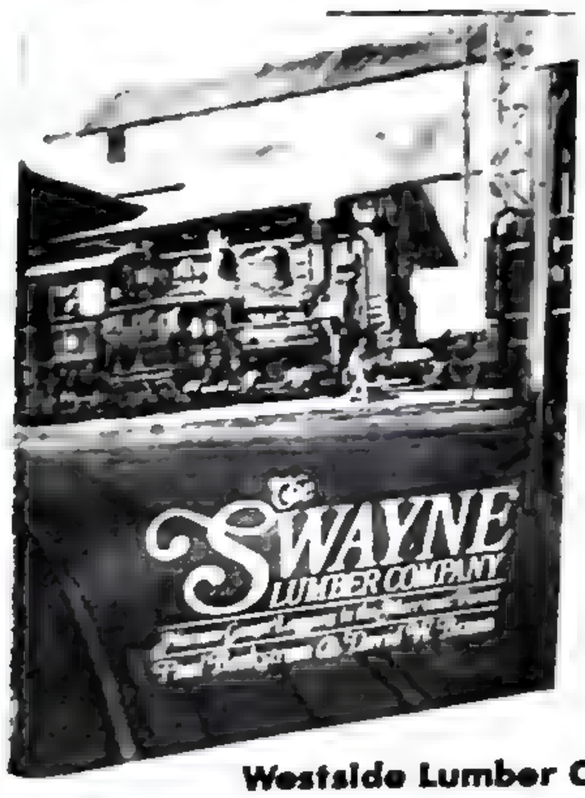

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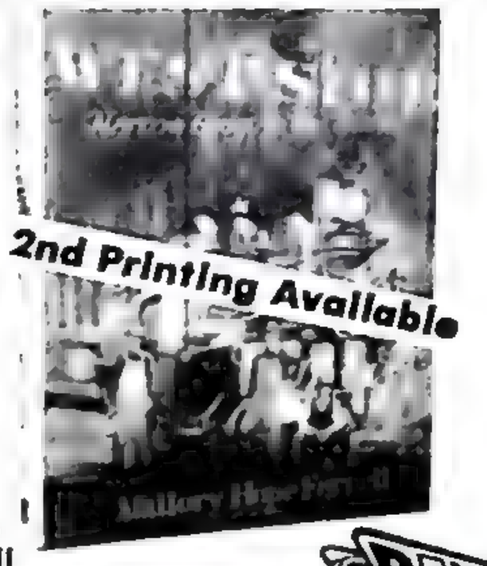

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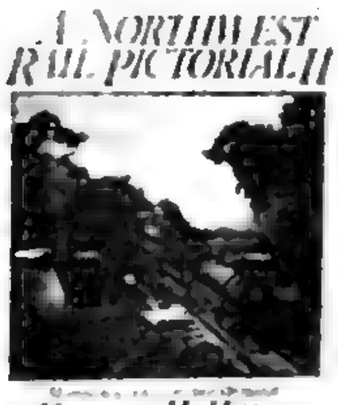

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such program was received is **"California Rotary Action,"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. This program covers the events around Portola during January 1993 when Union Pacific sent its Cheyenne-based diesel rotary 900080 to clear the snowbound yard in Portola and the Inside Gateway main line from Keddie Wye toward Bieber, California.

The program opens on a slower note, showing UP crews shoveling switches and moving snow around with Jordan spreaders both in the yard and on the main line before the rotary had arrived. The rotary coverage begins with a tour and explanation of the plow by Steve Lee, who was sent with his crew from Cheyenne to run the plow and train others to operate it. Rotary 900080 is completely home-built from decades of snow-fighting experience, and the tour itself is worth the price of the tape.

The rotary was used first to clear the yard trackage at Portola, and the scenes here are classics as the powdered snow had to be thrown a maximum distance. There are scenes out on the main line, and the plow is shown traversing Keddie Wye with its support train. The show winds up at the end of the day's plowing as the rotary is serviced for the night.

For a one-day event, the program provides real insight into the workings of a rotary and the "feel" of removing snow in today's railroading world. The rotary train is equipped with sleeping and eating accommodations, plus a maintenance and repair crew in case of problems on the road. And the video images throughout are first rate, showing UP trains traversing the winter wonderland, Jordan spreaders in full operation while moving snow, and, of course, the rotary blowing huge plumes of snow. All-in-all, a very well done tape in the Pentrex tradition of quality. 45 minutes, $29.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

May '93 errata

I made a couple of errors in the May '93 VIDEOS in the "New Arrivals" write-up of two tapes from Mark I Video Productions, P.O. Box 404, New Milford, NJ 07646; 800/66-MARKI: **"Memories of the New Haven Railroad,"** and **"Ferryboats, Car Floats and Liners."** The New Haven tape is all first and second generation diesel coverage, plus electrics, and no steam as I reported. This mostly color and with some black & white footage was shot in 8mm by various photographers, and it is presented with Mark I's expertly recreated audio. However, in the New York Harbor ferryboat and luxury liner coverage there is no recreated sound like I reported, but background music. Both tapes run 30 minutes, and they sell for $24.95 plus $5.00 shipping (N.J. res. add 6% sales tax).

Feature Reviews

"CP Rail North of Superior," produced by Rail Innovations, P.O. Box 225, Schomberg, Ontario L0G 1T0; VHS only, check or money order accepted, 35 minutes, $29.95 plus $3.00 shipping (Canadian orders add 7% GST, Ontario orders add 8% PST).

Many, many moons ago, a few railroad books were published with a companion 33⅓ r.p.m. long playing record album (remember those?) to bring the pages of lifeless, steam engine halftones alive for the armchair-bound reader. Nice concept. Today, by mere uncoordinated and unconnected happenstance, Rail Innovations brings to life many of the scenes along the Lake Superior main line of the CP Rail system that appeared in J.F. Garden's definitive book *Nicholas Morant's Canadian Pacific* (reviewed in the October '92 issue). My prior experience with Rail Innovations' work was with their video release of Newton Rossiter's excellent 16mm films of CNR and CPR steam, and this program joins their repertoire of fine contemporary Canadian railroad action.

After a few stunning scenic scenes accompanied by music and narration about the history of the line, we repeatedly refer to a fine map of the line between Thunder Bay and White River as we journey first east on the Heron Bay Subdivision, then west of the

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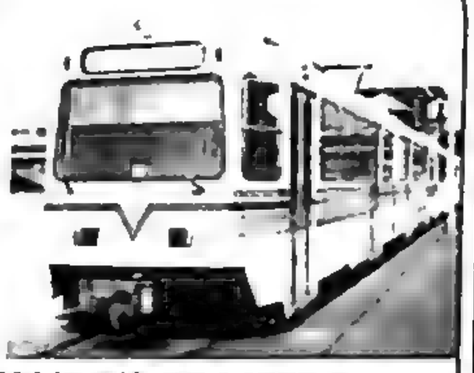

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division point town of Schreiber on the Nipigon Subdivision. A brief tour of the town, station and now-silent CTC machine are a preamble to a cab ride east to such scenic landmarks as Jackfish Bay (tunnel and horseshoe curve), Middleton, Mink Tunnel and Heron Bay. We alternate quite frequently from cab scenes to ground scenes that show off the heavily wooded and rugged Canadian Shield terrain as eastbounds and westbounds, all with EMD's SD power and "modern" freight equipment. Jumping back to Schreiber, we see crew changes and running and spotlighted inspections at night, when most of the traffic arrives. We next journey west from Schreiber in a hi-rail truck, getting a closer look at some of the scenery and maintenance work on the line. We stop at Cavers, where there are plenty of rock cuts, shelves, tunnels and slide fences, see plant switching at Red Rock (plenty of boxcars lettered in the old schemes here), then journey back to Schreiber via alternating cab ride and ground scenes as we pass through many cuts and tunnels and glide by Rossport.

This brief tour of the 130 miles of CP's Lake Superior running is almost over before you know it. A nicely edited combination of cab and locomotive walkway and trackside scenes, coupled with glimpses of station and crew activities, makes this a fast paced presentation. Photo angles and camera technique are good and varied, sometimes spectacular, and the monaural sound is good. Images are sharp, with only a little occasional color imbalance on the CP red diesels. Narration is very educational, especially for those who have never been there. I can't help but wish, however, that a few more of Nick Morant's super climb-in shots were represented, but Rail Innovations undoubtedly did not have the option of having trains pose upon request, nor the luxury of hanging around for days waiting for the right circumstances. My only issue is that the tape felt a little short given the scenery that's traversed, history of the line and so on. If you think Willsboro Bay on the D&H (well, okay, the CP) and SP's Sierra Nevada crossing are rugged and remote, you haven't seen anything yet — add them both together, multiply by ten, add in no civilization for miles and miles, ferocious weather potential, endless curves and slide fences, and some of the most expensive railroad construction on the continent, and you have the Algoma Division of the CP. It's definitely a "no competition exists" tape — TOM KELCEC.

Baltimore Light Rail

"Baltimore Light Rail," produced by Transit Gloria Mundi, P.O. Box 2284, Dept. B-20, South Burlington, VT 05407; 800/428-7003. VISA or MasterCard accepted, VHS only, 54 minutes, $29.95 plus $3.00 shipping (Md. and Vt. res. add sales tax).

The City of Baltimore has undergone a beautiful facelift during the last ten years, and a centerpiece of the City is a brand new light rail system that runs between the also-new Camden Yards baseball stadium downtown, near the Inner Harbor, north to Timonium. This northern portion, opened for service during April 1992, is the first stage of larger light rail system serving Baltimore and its suburbs. Transit Gloria Mundi, under the artful direction of Carl R. Schultz, has done a super job on this, their latest transit video.

This program opens by taking us on a trip beginning at Camden Yards up to the north end of the line. We travel on the Howard Street trackage and then over the roller-coaster and most curvaceous part of the line, passing both Penn Station and Mt. Royal stations. One hill with a 4.5% grade on one side and a 7.5% grade on the other has been dubbed the "rebel yell" by the locals. After leaving downtown, the line then follows the old Northern Central right-of-way to Timonium. This trip takes about half of the 54-minute presentation. The camera work here is very well done. The images include lineside and pacing with views from the cab, views in the cab of the motorman and the controls, and the view from a camera mounted on the pilot of the light rail car. The smooth combining of all this footage really gives the viewer a feel of the line.

The balance of the program covers the many events involved in completing a project like this. Views of the groundbreaking and speeches are followed by scenes of the grading, construction and track installation, on to the delivery of equipment (by truck) to the test runs and first revenue runs. Throughout, the editing is top-notch and comfortably paced.

This video really shines by putting the process of providing light rail service into context, not only geographically but physically as well. I thought one of the more interesting aspects of the tape was the narration, by Fabs Luchinski. It is highly informative and well researched, and it is done with an

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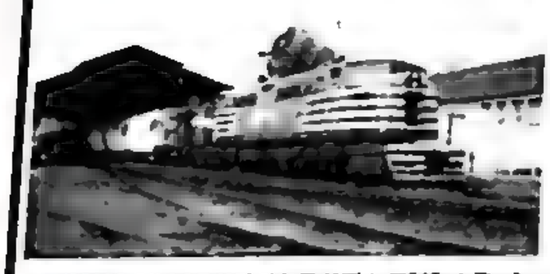

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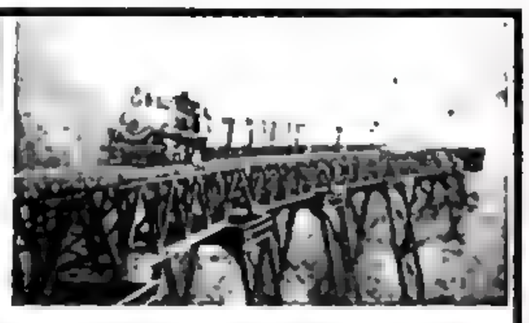

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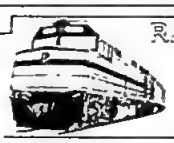

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east Baltimore patois — and that means it's "Bawdymore" for those who are uninitiated. It's as if you have a dear friend from Baltimore taking you along on a ride and then telling you how it was built. All that's missing is the crab cakes — GEORGE M. SMERK.

"Rio Grande Steam Freights," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. VHS, BETA and PAL (for overseas), 120 minutes, $34.95 plus $3.00 shipping in the U.S. (Ohio res. add 6% sales tax).

John Craft's recreated Rio Grande narrow gauge freight trains operated during the fall of 1992 and covered in the February 1993 R&R were a haunting trip back to the early 1960s "Grande." Greg Scholl's coverage of the event, while advertised at 90 minutes, gives you a solid two hours of action with the excellent stereo sound of up to three engines echoing off the Rocky Mountain high country. This event lasted for five days when five authentically repainted narrow gauge Mikados traversed the Cumbres & Toltec Scenic Railroad with authentic freight trains in tow.

Two initial observations: First, the action is arranged in chronological order. Second, the first two days running were covered by vehicle, while the remaining three days are the result of onboard and resultant runby footage.

The charter action starts immediately with obligatory yard scenes prior to the departure from Chama. Numerous runbys cover the climb to Cumbres, varying from pans to static full-train run-throughs, to distant scenics to closeup wedges. Sometimes the smoke is great, sometimes not. A unique Windy Point hike-in shot is followed by a few distant angles at Cumbres. We get a feel for regular service as helper 484 drops back to Chama "light." We don't see the freight again until it arrives at Antonito, silhouetted by the fading dusk.

Predawn Antonito water tank silhouette action is followed by two desert views of 487 (with 497 mid-train) running west in long, sweeping-vista sequences unencumbered by the logistics of runbys "ending." The next memorable views are at Los Pinos where the lead locomotive takes water. A few more scenes get us back to Chama.

On Wednesday, in an impromptu pose Greg captured the five-loco line-up in Chama with multiple views, and he also got them returning from being wyed, all coupled in numerical order, each blowing its grade crossing whistle in turn. Friday's event was a three engine train replicating an afternoon Cumbres turn. The locomotives are split at Lobato trestle, the viewer gets to ride the caboose cupola and ahead of the pusher, and several smoky runbys get us to Cumbres once again. A sleeper sequence is the glint-light runby of 484 and a few cars heading east for Antonito near Los Piños. The 487 is seen on the wye.

The "final" Antonito round trip coverage starts with a recreated eastbound appearing to arrive at Chama from Durango. Then there are more good runpasts on the climb to Cumbres, this time dwelling at Cresco tank where water is taken, but which we only see from a distance. A few on-train shots and three runbys east of Osier get us to Antonito. The return to Chama the next day is met with more coverage of such scenes as riding a few cars ahead of the mid-train engine, passing Lava tank, the three levels of Whiplash curve, Sublette switching and water stop, and so on, culminating with several multiple sequence views at Los Piños tank and a lengthy, smoky finale at Tanglefoot curve.

Greg approached five days of "main line" 1960s-era freight running through picture-perfect scenes under flawless skies from a solid, railfan videography viewpoint. Visual and audio quality are first class, zooming is minimal and appropriate, and compositions and panning are generally very fine. A high quality map seen from time to time, helpful but infrequent narration by main-stay John Hingsbergen, and a few fancy scene transitions add spice to the tape's appeal. With a subject like this, one could select multiple photo angles every 50 yards and still not cover it all or please everyone. Greg did a very good job shooting and editing. This is a very competent tape that should please aficionados of (pick any two or more): steam, smoke, sun, mountains, freight, color, action, narrow gauge or stack talk — TOM KELCEC.

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The Central Vermont
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Katy's Oklahoma F's
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Amtrak's RDC's
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Here comes 765!
Saga of the St.J,Pt.I

September 1980
Ashley Interlude
CP Rail Vermont
The Berk goes to work
The 800's:The Gary Job

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Surprises at Steamtown
Centennials
614 Steams for safety
Show Day

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Steaming to Sacramento
Parade of preserved GG1s
The amazing White Pass

May 1982
The Pullmans on the hill
BN into Goodland
Cadillac & Lake City
Last days of the Rock

November 1982
NRHS Colorado Rails '82
Welcome Dakota Rail
2716's Appalachian Odyssey
McCloud River Steam

September 1986
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Carolina Mixed
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NRHS Banquet Address
The SP Lakeview Branch
The Battle of the Atlantic

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May 1986
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I never planned to be a railfan
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The Amador Central
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Tumbler to Tidewater
Railfanning the BCR Electrics
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July 1988
Milepost 465
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Something old,Something new

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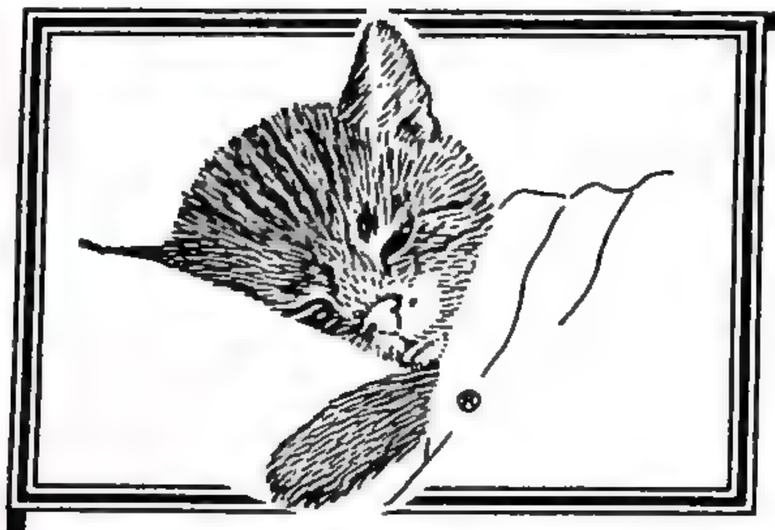
BY BRUCE KELLY

What's New?

The past two summers, my wife Amy and I have joined her relatives for long weekends at Long Beach Island on the New Jersey shore. I always noticed faint traces of trestle pilings, fills and other clues that there may once have been a railroad out there in the middle of all that sand and marsh, but I wasn't sure there had been trains there until seeing the new reprint of John Brinckmann's 1974 release *The Tuckerton Railroad — A Chronicle of Transport to the New Jersey Seashore*. This 266-page 6"×9" hardcover contains plenty of maps and black & white photographs to support the well-written, highly detailed history about the tiny railroad which, for 66 years, connected the PRR's Camden-to-Bay Head Junction route with the network of rail and horsecar lines that served Long Beach Island, an arrangement that boomed with the tourist trade before the rise of the automobile. Appendices catalog such elements of the Tuckerton, Philadelphia & Beach and Barnegat railroads as the 4855-foot trestle across Manahawkin Bay, 4-4-0s and other locomotives, depots, operations and much more, all in fine detail. This will be welcome reading material when we hit the shore this summer. It sells for $26.00 plus $2.50 shipping from John Brinckmann, 404 Lanny Drive, Winchester, VA 22601.

David DeBoer's 192-page 8½"×11" hardcover *Piggyback and Containers — A History of Rail Intermodal on America's Steel Highway* is the first book I've seen that tackles this important yet potentially dull subject in a manner that's truly entertaining. From the haulage of farm wagons on flatcars in the 1880s to the modern world of doublestacks, DeBoer discusses the technology, operations and business aspects behind the evolution of intermodal. Hundreds of nicely printed black & white photos show us closeups of the many styles of containers, trailers, rail cars and loading machinery used over the decades, as well as action views of DDA40Xs leading a UP COFC train across the desert; Santa Fe's *Super C* on the Needles District; ICG's cabooseless, 15-car *Slingshot* led by a GP35; a high-nose NS GP49 leading Triple Crown RoadRailers and much more. Among the many nice pieces of line artwork are the HO-scale plans for Trailer Train's "Husky Stack" well car and 70-ton, three-unit well car. It sells for $47.95 (Cal. res. add tax) from Golden West Books, P.O. Box 80250, San Marino, CA 91118-8250.

Cabins, Crummies & Hacks Volume 4 — The Southwest is John Henderson's latest 80-page 8½"×11" album-format, all-color, softcover pictorial on cabooses. This volume covers 36 different railroads west of the Mississippi and south of the middle U.S., even dropping into Mexico. Perhaps to distinguish the Rocky Mountain region from what some



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people perceive as the Southwest, coverage is given to the Western Pacific and Nevada Northern, but not to the Rio Grande and other Colorado roads which are more southerly located than either WP or NN. Most of the nicely printed color pictures are roster views, including the one of KCS bay window caboose 327 with its strange Rockwell trucks and center-mounted rooftop marker that once inspired Editor Jim Boyd and his Midwestern friends with visions of a Martian invasion by rail. There are also some great action shots like the MoPac bay window caboose following coal gondolas past Nebraska's Castle Rock, F7s passing beneath multiple "cabeese" on WP's Williams Loop and an NdeM wide-vision cupola caboose crossing the Barranca del Muerte (Canyon of Death) north of Mexico City. It sells for $29.95 plus $3.00 shipping (N.Y. res. add 8.25% tax) from H&M Productions, 193-07 45th Avenue, Flushing, NY 11358.

Robert Yanosey's *Pennsy Diesel Years Volume 5* delivers another collection of classic color pictures, sharply printed on coated paper. This time, the focus is from the late 1950s through the late 1960s, the period following the 1955 reorganization of the PRR into nine regions with new styles of management and operation. The color work of dozens of Pennsy photographers is presented in chapters covering each region; these chapters are signified by color code bars at the right edge of each page which key to a color coded two-page map. Subjects range from RS1s on the Princeton Branch and Sharks and U25Bs on Horseshoe Curve to Es in Chicago and St. Louis, FM switchers in Cincinnati and an SD45 in Fort Wayne. At the end are four pages listing motive power assignments by terminal and region for September 1, 1960. The 128-page 8½"×11" hardcover sells for $49.95 plus $3.50 shipping (foreign orders add $5.00 shipping; N.J. res. add $2.40 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Delivery is by UPS, so include your *street* address.

Erie and DL&W Books

The Erie Lackawanna Historical Society has published the first two books in a series devoted to the EL and its predecessors, the Erie and the Delaware, Lackawanna & Western. *Erie USRA Heavy Pacifics* by Daniel Biernacki is an 80-page 8½"×11" horizontal format softcover detailing the origin and development of Erie's K5 Class, a heavy passenger locomotive born during the USRA effort to develop standardized designs for America's railroads while under government control in World War I. Later came the Erie's own versions and a rebuilding program that lasted into the 1940s. Color cover photos and more than 100 black & whites inside show Erie's K5s in predominantly three-quarter static views, plus there are classic action scenes by Bob Collins of the big 4-6-2s rounding Rundles Curve and approaching Black Rock Cut on the grade east of Port Jervis, New York. Complete with roster and HO scale drawings, it sells for $18.00 plus $2.00 shipping from Erie Lackawanna Historical Society, One Cottontail Lane, Columbia, NJ 07832.

Also available from the ELHS is a reprint of the 1952 *Delaware, Lackawanna & Western R.R. Co. Car Department Classification of Freight Equipment.* Beautifully reproduced in its original 4½"×11" horizontal format, this booklet contains more than 100

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Spring 1981: McCloud River Engines—SP Atlantics Pt 2—Denver, 1900—Leonard W. Rice Photos
Fall 1984: Monon Power—B&M Pacifics—D&RGW dual-gauge at Salida—Charles E. Winters photos
Winter 1984: Mississippi Central Power—SP-WP at Altamont Pass—CB&Q 2-10-4s—William A. Swartz photos
Fall 1985: West Point Route Engines—UP's Dual-Service 4-6-6-4s—NYC Hudson Division—Vernon Seaver photos
Spring 1986: Maine Central Engines—AT&SF Early 2-10-2s—Galesburg on the CB&Q—David Salter Photos
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through a careful chosen array of photographs that will give a real feeling for the operation. There is a great deal to view, examine and savor, and the photographic reproduction is excellent, making the trip all the more enjoyable. Although there is no car equipment roster included, the extensive and informative photo captions will surely explain the various types of equipment down to the number series of each type and group.

The rear cover of the book contains a detailed map of the area served by the Red Arrow Lines, defining both the rail lines and the motor bus routes. Unfortunately, such a wide and complicated operational area is presented in a scale too small for easy observation. Included in the book are reproductions of an excellent selection of tickets, transfers and some advertising material. The rail work and service equipment is well covered throughout.

This book is a very pleasant reading experience at a modest price. It is available from Bells & Whistles, 932 Woodmere Drive, Westfield, NJ 07090, for $10.95, including shipping.

Book Reviews

Santa Fe 1992 Annual by Kevin Eu-Daly, published by Hyrail Productions, P.O. Box 55, Denver, CO 80201; 144 8½"×11" pages, softcover; $35.95 postpaid (outside the U.S. add $3.50 shipping; Colo. res. add 7.2% tax).

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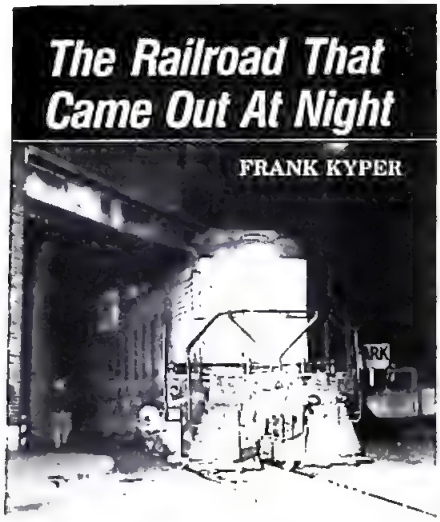

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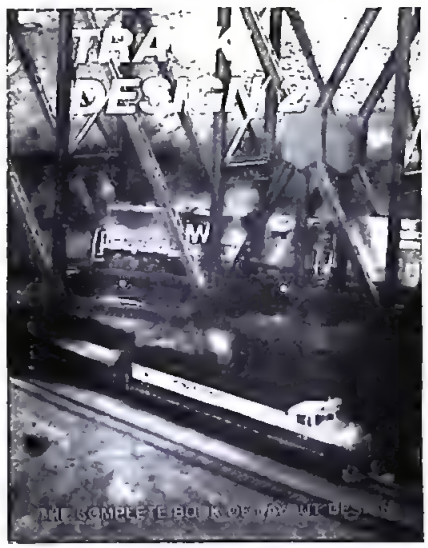

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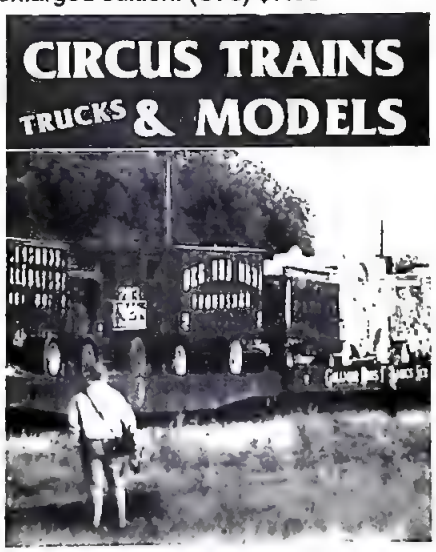

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Railroads Illustrated has produced an attractive and affordable package that brings us up to date with motive power and operational highlights on the Santa Fe. At first, author EuDaly leads us methodically and with much detail through AT&SF history, including the aborted merger with Southern Pacific, the revival of the red and silver warbonnet scheme and other events. At some point, the ongoing text gives way to short theme segments that focus on such topics as dispatching and operations, Santa Fe's "quest for speed" and one-time subsidiary Toledo, Peoria & Western. There are also a variety of vignettes from specific regions like northern Arizona, the Tehachapi Mountains, Kansas and Missouri. The latter is dealt with as an eight-page mini feature with photos, maps and schedules covering Santa Fe's main line from Fort Madison, Iowa, west across the Show Me State to Kansas City, Kansas.

Gracefully laid out among all the informative text, sidebars and captions are 214 photos, 16 of them in color. Photo reproduction is quite good throughout the majority of the book, especially in the color category. The black & white, however, suffers in a few areas where soft or low-contrast originals, or the conversion of color transparencies into black & white, have resulted in halftones that are not up to Hyrail's usual high standards for sharpness and tonal brilliance. Hyrail's reputation for trend-setting, often mind-blowing photography is pretty much absent, too. Instead of the breathtaking back-lit/super-telephoto/twisto S-curve/crest-o'-grade/dynamic brake heat haze imagery we've seen over the years in *CTC Board* Magazine, the pictures tend to be more conventional. This actually lends itself more to the purpose of the annual, since the majority of photos provide clear, unadulterated views of the locomotives at hand.

But that doesn't mean there are no technically superb photos here. There's simply no complaining about Colin Johnson's front cover shot of Super Fleet GEs wheeling through cactus-studded Crozier Canyon or his inside color view of a manifest freight dwarfed within the giant cut at Doublea, Arizona; or Jamie Schmid's color scene with five GP35s descending the Tehachapis while intermittent clouds etch subtle shadow patterns on the land. In nice black & white, Mark Wayman shows us today's high-tech units negotiating the various sags and curves across northern Arizona, John Lucas captures an entire 198 hotshot with GEs on the lead rounding a 65 m.p.h, 2° curve in New Mexico and the Harold Vollrath collection shares a rare glimpse of a 2-8-2 attacking Edelstein Hill at Houlihan's Curve in 1941.

Beyond the polished picture pages there's some invaluable data, too. One sidebar lists all the units (by model, then by road number) that received the red and yellow SPSF merger colors and what their current status is. A ten-page section on train schedules lists Santa Fe symbols, grouped by origin, with such information as departure and arrival times, average speed, horsepower-per-ton rating and a brief description of the train's physical makeup and operations. Symbol lists and schedules are rarely the same from one week to the next, but publication of these listings at least gives railfans a head start in their search for something to photograph beside the same old doublestack or TOFC train.

Finally, there's the 27-page roster section, followed by a twelve-page rundown on locomotive dispositions between 1985 and 1992. (Oh, and don't forget the separate rosters for the business car fleet and for TP&W's 1980s pre-merger loco fleet.) In the same style as Hyrail's previously released BN annual, Santa Fe units are listed by model in order of numeric class. Under a blanket description of prime mover type, tractive effort and weight, each unit is then listed by road number and builder's date and number, then followed up with a half dozen footnotes on everything from truck types and gear ratios to remanufacturings. Most train hobbyists could care less that a GP60M's extended-range flat dynamic brakes attain maximum effectiveness at 24.3 m.p.h., but for those who enjoy this kind of number crunching stuff,

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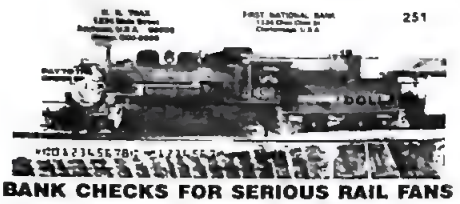

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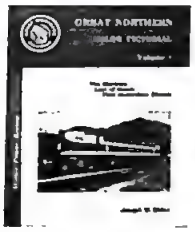
If Hyrail applies as much effort to its forthcoming annuals on UP, SP, CSX, CP Rail and Norfolk Southern, we'll all be much better informed about North America's major rail systems and their locomotive fleets. Even priced at $35.95, the *Santa Fe 1992 Annual* offers solid value at a time when many other publishers are churning out uninformative, unedited, all-color, three-quarter wedgie slide shows in hardcover format at $50.00 a pop — B.K.



Great Northern Color Pictorial, Volume 1 by Joseph W. Shine, published by Four Ways West Publications, P.O. Box 1734, La Mirada, CA 90637-1734; 128 8½"×11" pages, hardcover; $49.95 plus $2.50 shipping (outside U.S. add $5.00; Calif. res. add $3.25 sales tax.

The Great Northern Railway was a class act, from its scenic path along Glacier National Park and through the Cascades to its orange and green streamliner fleet. The GN also meant great steam, great electrics and great diesel power, and they are portrayed in an appropriately classy way in Joe Shine's new book. First in a series of all-color motive power reviews of the famous "Hill" lines (GN, NP, SP&S, CB&Q, FW&D/C&S), Volume I covers the electrics, last steamers and the first generation diesels of GN's orange and green era.

Great Northern class comes through when you turn the first 100-pound-stock page. First class images are accompanied by detailed captions, motive power histories and rosters. Where quality color photos weren't available, some beautiful Ernie Towler paintings are reproduced. On any big transcontinental, you'd expect system uniques, and many of GN's are here: the giant W-1 streamliners, the single FT bodied Y-1 electric and the NW3/NW5 pioneer road-switchers. While the modest steam section reflects the shortage of good color, there is a rare shot of an R-Z 2-8-8-2 in the Glacier Park scheme. But my favorite photos are of the green and gold boxcab electrics in a rare series of views in the Cascades.

Complimenting the classic pin-striped Omaha orange and Pullman green livery are many examples of the latter day "simplified" scheme, especially on rarer diesel models. The only variation of the orange and green missing that I could spot was the short-lived "Script" scheme as delivered on the first E-units.

This book was designed particularly with the modeler in mind. Most of the photos are large, detail-revealing static shots. If you also yearn for *Hustle Muscle* SD45s and Big Sky Blue, they'll be featured in Volume II, and GN passenger trains are promised for Volume III — TOM SAVIO.

Trackside Maryland — From Railyard to Main Line photography by James P. Gallagher, text by Jacques Kelly, published by Greenberg Publishing Company, 7566 Main Street, Sykesville, MD 21784, distributed by Kalmbach Publishing, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612; 224 8½"×11" pages, hardcover; $49.95 plus $3.00 shipping in the U.S. (Foreign orders add 18% shipping; Wisc. res. add 5% tax; Canadians add 7% GST).

At about the same time that Richard Steinheimer, Phil Hastings and a handful of others were expanding the horizons of creative railroad photography in their particular areas of the country some 40 years ago, Jim Gallagher was doing his own brand of interpretive black & white camera work in his home territory of Maryland, West Virginia and southern Pennsylvania. His business career never had much to do with photography, but he enjoyed frequent publication and awards for his pictures of East Coast transportation and industry scenes. A book titled *Meatballs and Dead Birds*, released shortly after World War II, carried Jim's writing and 120 of his photographs on Japan's Army and Navy air forces.

In the introduction to *Trackside Maryland*, author Kelly describes his early fascination with Gallagher's photography and the personal character of Gallagher himself. "When he sets out to make a shot," Kelly says of Gallagher, "he will not stop until it conforms to the image he has precisely predetermined. If he has to go out seven days in a row for a certain shot, he does. If the train is four hours late, Jim is at his post. Others would have quit in frustration."

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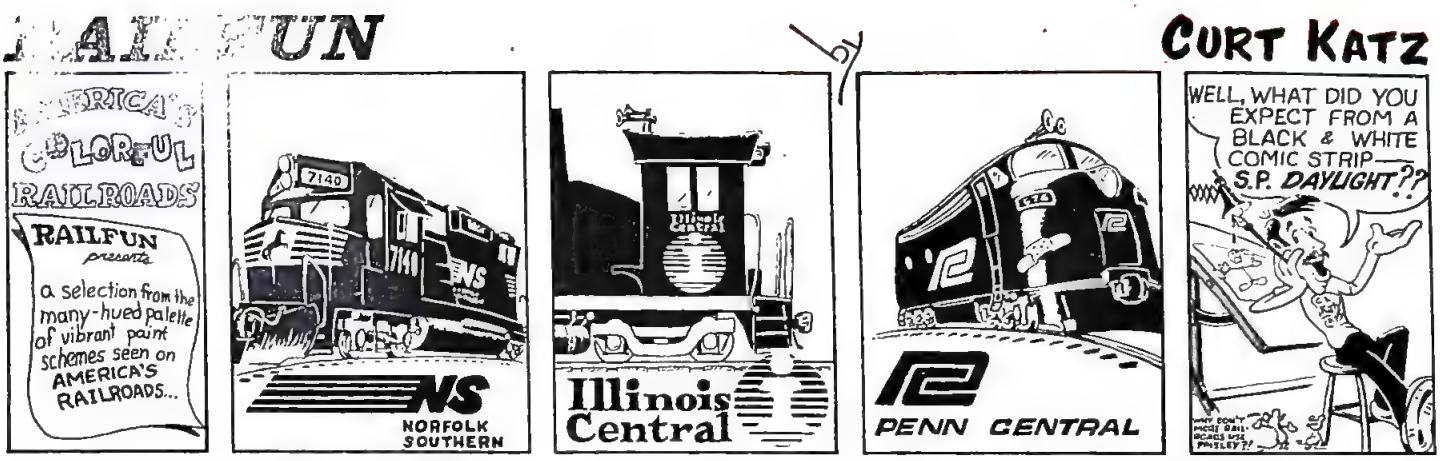
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In chapters devoted to particular themes, the book then presents more than 220 of Gallagher's finest photos, with duotone printing that does tremendous justice to the pictures taken three decades ago with a Rolliflex and a 4×5 "beat" Graphic. Graceful and varied page layouts show us one or two photos per page (and a few are run big across two pages), adequately explained in captions ranging from a single sentence to an entire paragraph.

"Of Men and Steel" opens the show with views of gandy dancers tightening joint bolts on the B&O, engineers and conductors as seen from lineside and onboard, lubrication of N&W steam at Hagerstown by means of an Alemite gun and brakemen waving switching commands on the Western Maryland. The next chapter focuses on motive power but begins with a comical broadside shot of a station baggage cart, loaded more than ten feet high with REA packages and a stray rubber tire, being moved down the platform by three handlers, one pulling on the tow bar and two shoving from the rear. More conventional subjects are doubleheaded steam on the B&O and N&W and F-units pulling endless strings of boxcars.

The chapters on bridges and tunnels highlight Gallagher's eye for composition with a variety of angles on the arched stonework of B&O's Thomas Viaduct and the metal expanse of Pennsy's Havre de Grace Bridge. Classic American railroading in its simplest form is rendered in the perfect broadside view of Maryland & Pennsylvania 2-8-0 No.43, a company trussrod boxcar and bobber caboose crossing the skeletal wooden frame of Gross Trestle. Steam and exhaust billow back over the tiny train, and soft backlighting provides perfect silhouettes of the engineer in the cab, the fireman on the footplate, the conductor in the cupola and the brakeman on the rear porch of the caboose. Among the tunnels covered by Gallagher are those in and around Baltimore proper and at Point of Rocks and Maryland Heights.

Nocturnal exposures record the cleaning and servicing of passenger equipment, the gathering of diesels around the enginehouse and, with the aid of synchronized flash, the passage of steam over another of the Ma & Pa's many wooden trestles.

In the summer of 1950, Gallagher took a series of action photos at Relay, Maryland, from the unusual vantage point of a hotel that was in the process of demolition. From an upstairs window, he had a nice view from within the "Y" at the divergence of B&O's Washington Branch and Old Main Line as trains passed on either side, each photo framed by the decrepit wooden window.

Wrapping up the book is a chapter of random action and static views ranging from GG1s at speed to B&O steam basking in the haze amid West Virginia coal mines. Not every one of Gallagher's pictures is a technical masterpiece. But most exhibit a rare sensitivity to the angle and quality of light, the form and framing of the trains within their surroundings and even the tones and textures in masonry bridge piers and weathered country stations. The overall high quality of the photography makes this a fine pictorial work on Maryland railroading in the 1950s and an extraordinary collection of images from one of America's finest pioneer railfan photographers — B.K..

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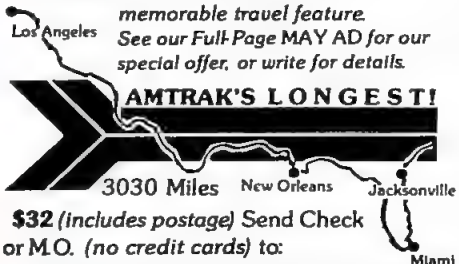

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Transit Currents

Los Angeles

Not all that many years ago, I never thought I would be able to write a piece with the title you see above. But on January 30, 1993, the first portion of the Los Angeles Red Line subway opened for revenue service. The 4.4-mile-long line operates between Union Station and West Lake/MacArthur Park station. Other stations the line serves heading west from Union Station are Civic Center, Pershing Square and Metro Center.

The subway is open from 5:00 a.m. to 7:00 p.m. every day of the week, and the fare is $1.10 with a 25 cent charge for transfers. All RTD and Metrolink passes are accepted on the new subway rapid transit line. As a U.S. first, the honor system is to be used for the collection of fares; automatic ticket-vending machines have been installed on the platforms, and inspectors on the trains will spot check for compliance. The service will start with ten-minute frequency using two four-car trains; the ride from one end to the other will take about seven minutes, including the stops. The Metro Center station is where the Blue Line rapid transit system meets with the Red Line underground.

The recently opened portion of the Red Line subway is to be the heart of what will become a much larger underground system. The initial segment didn't come cheaply; it cost $1.4 billion to build the 4.4 miles.

It was only to be expected that much fuss was made about the opening. With a tape machine playing "The Stars and Stripes Forever" and lights of various colors shining from above, the very first Metro Red Line train pulled into the Pershing Square station at 11:35 a.m. on the 30th of January, 1993. Los Angeles Mayor Tom Bradley was aboard the train and said, "I am very excited and very happy about this day; it has been 20 years coming." Mayor Bradley has been a strong supporter of the reintroduction of rail service into the Los Angeles area. As part of the celebration, California Governor Pete Wilson presented Mayor Bradley with a license plate for that first subway car that read "Go Metro."

Even though the ride was short, a lot of people wanted to take it. An estimated 52,800 made their way through the subway stations between 1:00 and 5:00 p.m. on opening day.

Some critics have already said that the subway in Los Angeles is not built in the proper place. Perhaps not, but it is the route that could gain the necessary funding. The second segment of the subway, which will take it further west, is already well under way.

Clearly, the portion of the L.A. subway that is open is not going to solve many of Los Angeles's formidable transportation problems. But, as the rapid transit system is extended and the Metrolink commuter rail service and the light rail service is expanded, the rapid transit system is expected to prove its worth many times over. Thanks to John A. Lee and Leroy W. Demery for the good news.

L.A. Tunneling Job

It won't open until 1996, but the initial tunneling of the Wilshire/Western extension of the Los Angeles Red Line subway was completed on December 20, 1992. It took about a year from the time the tunneling machinery drilling the twin bores started its journey from MacArthur Park in December 1991. Along the way it excavated 228,000 cubic yards of earth moving at a speed of about 73 feet a day.

Meanwhile, out in the San Fernando Valley, at the present time it looks like they have decided not to tunnel. The Los Angeles County Transportation Commission voted to build an elevated rail line over the Ventura Freeway. The decision was made that way mainly because it is the cheaper alternative. There is a possibility, also, that this elevated rapid transit may be a monorail line. Such an action would mean that in traveling from the Metrorail Red Line from Universal City to Warner Center a change in mode would have to be made, possibly discouraging ridership. At the rate the local people are changing their minds, it may be that rickshaw service will be available in the corridor some time in the near future. Thanks to John A. Lee for the information.

South Shore Accident Update

On February 3, 1993, the Northern Indiana Commuter Transportation District (NICTD) commenced its internal investigation of the January 18, 1993, collision of eastbound Train 7 with westbound Train 12. The accident occurred on the gantlet-style Penn-Wabash bridge in Gary, Indiana. The internal investigation is prescribed in the contract between NICTD and the United Transportation Union (UTU), which is the bargaining unit for engineers, conductors and collectors on the NICTD South Shore Line commuter rail service between Chicago and South Bend. The National Transportation Safety Board (NTSB) and the Federal Railroad Administration commenced their

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Subway Opens

investigations immediately after the wreck, in which the two trains sideswiped one another at the west end of the gantlet track over the bridge. Seven people were killed and 70 were injured. The NTSB quickly completed its initial investigation and fact-finding process. In several press briefings, the NTSB indicated its preliminary findings that the railcars, the track and the signal systems had performed as designed.

The internal investigation by NICTD focused on the signal system and the human performance factors at the time of the accident. The process requires the hearing officer to make an interim decision; this decision is subject to two levels of internal review and, if requested by the UTU, external review by the National Railroad Adjustment Board or the Public Law Board. The NICTD hearing officer concluded that the collision was caused, in part, by a failure of the engineer of eastbound Train 7 to obey a red home signal and failure of the engineer of westbound Train 12 to properly respond to imminent danger. Both engineers were dismissed. All other crew members of Trains 7 and 12 were exonerated from responsibility relating to the accident.

The final report of the investigation by the NTSB will not be available until later in the year.

Miami MetroMover Expansion

Those of you who visit Miami and look about at the construction work being carried out may think that the expansion of the MetroMover downtown peoplemover is just about done. Indeed, the major heavy construction work is almost finished, including setting the concrete columns and steel beams that provide the elevated transitway that the driverless MetroMover vehicles follow. The work done also entails the stations, including the platforms, escalators, stairs, elevators, canopies and all the heavy stuff. But in February 1993 the system's installation phase started. This critical task is more subtle, and to the viewer it won't look as if much is going on; however, the work will cover installing the power rail, the electric substations, the transmitters, receivers and cables that are tied into the computer that makes the whole system work. The closed-circuit television security system and other electrical and communications components are part of this phase. Despite the appearance of near completion, it will be mid-1994 before the MetroMover is ready to handle revenue passengers. Thanks to Mitchell Green for the information.

Edmonton Wins and Losses

There is much unhappiness in Edmonton, plagued by the recession and has suffered from a very high level of unemployment in recent years. The city and the province, like their U.S. counterparts, have undergone a serious shortage of public money.

In the meantime, the extension of the light rapid transit line to the university has taken place, and now there are too many customers and complaints from the public about the crowding. Other complainers are those who probably don't understand the situation fully and are ignorant of the best bus connections to get to the train to get to class or work on time. Overall, ridership on transit is soft. The revolutionary idea of improving service and cutting fares may have to take place in order to encourage greater use of the Edmonton public transit system. Thanks to E.K. Letain for the information.

Chicago Commuter Lines

Area leaders in the suburban portion of Chicago are talking about more commuter rail service, and it is of the peripheral rather than radial variety. One of these lines, which has been discussed in this column earlier, would use existing track of the Elgin, Joliet & Eastern and would run between Barrington and Eola, the latter place a point just east of Aurora. A second line would start at Des Plaines and use the Wisconsin Central Railroad line to Antioch on the Wisconsin-Illinois border. In the process it would serve such places as Wheeling, Buffalo Grove, Lincolnshire, Mundelein and Libertyville.

The reason for the interest is that the Clean Air Act requires that plans be made to reduce significantly the number of employees who drive to work all by themselves. Heavy pressure will be applied to employers an local government to meet the requirements of the law by encouraging the use of transit as well as carpooling and vanpooling. Metra seems to be very comfortable with the idea, and many local areas along the line are also thumping the tub in favor of the proposed new commuter service. Keep your fingers crossed, and we may see a new type of commuter rail service emerge in the metropolitan Chicago area. Thanks to David F. Cosgrove for the news.

IRT Test Train

Here is some more information on one of the new state-of-the-art test trains that the New York City Transit Authority is now operating in revenue service as part of the testing procedure. The IRT test train is arranged in two five-car units. Each of the cars at the ends has a full-width cab, and the cab cars have motors on all four axles. The three cars in the middle have only two axles powered. The five-car sets are semi-permanently

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Brass. Thanks to the *New York Division Bulletin* of the Electric Railroaders Association (PO Box 3001, New York, NY 10008) for the information.

CTA: L Abandonment?

The noises have been circulating in Chicago's Regional Transportation Authority and at the Chicago Transit Authority for several years; the CTA's aging rail rapid transit system is hurting. It has had only bits and pieces of patches over the years, and the estimate from the RTA is that it needs $4.7 billion in capital replenishment. Recall that the oldest parts of what Chicagoans call the "L" is a century in age. Many other parts are 80 to 90 years old. These structures need constant and major maintenance and replacement and rehabilitation. Whether or not sufficient money can be found to keep the present rail system in place is problematical, and if that money isn't found the system will have to shrink.

The $4.7 billion that is estimated to be required needs to be spent over the next 40 years to put the rail system in good shape. About $2 billion of that sum should be spent in the next ten years, and $1.2 billion of that is needed in the next five years. Chances are good that the Englewood-Jackson Park line, now a century old, may get the axe. The Lake Street and the Douglas Park lines are also possible candidates for elimination. Much of the area served by the Englewood-Jackson Park line and the Lake Street line is bombed out urban wasteland with little hope of near-term revitalization. In the case of the Englewood-Jackson Park service, the relatively new Dan Ryan line serves virtually the same area. Thanks to Dennis MacNeil for the news.

Flashes

The **SOUTHERN PACIFIC** has indicated its interest in leasing out the El Segundo branch and the Torrance branches in the Los Angeles area to selected short line rail operators. Use of these lines for light rapid transit may occur in the more distant future. The El Segundo branch runs 6.5 miles from SP's Watts Junction west toward El Segundo. The Torrance branch is twelve miles long and departs from the El Segundo line at South Park Junction and runs south to Crenshaw Boulevard.

A nice touch for Indiana Railroad fans is to be found in the 1993 **ILLINOIS RAILWAY MUSEUM** calendar (P.O. Box 427, Union, IL 60180, 815/923-4391) calendar. It features a color photo of Indiana Railroad No.65, which IRM has refurbished handsomely. With the headsign reading "Fort Wayne/Hoosierland," it is a pleasant view of the past.

Tim Moriarty sends news that the **WASHINGTON METRORAIL** system has begun to toss dirt for construction on the line to Franconia/Springfield, which will be the last new station in Virginia. At the same time the fast track construction program is moving on to complete the Green Line between Anacostia and Branch Avenue, as well as the section of the Green Line between U Street-Cardozo and Fort Totten. The Wheaton-to-Glenmont section of the Red Line is also expected to move ahead shortly. The whole works is supposed to be finished by the year 2001.

The **VIRGINIA RAILWAY EXPRESS** is enjoying ridership gains, and by the Christ-

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ISLE OF MAN YEAR OF RAILWAYS 1993

n[illegible]son it was [illegible]ving about 6000 riders a

some fall off in patronage, probably due to the drawn-out recession, the Northern Indiana Commuter Transportation District's **SOUTH SHORE** commuter trains are once again enjoying increased ridership. The new South Bend terminal at the Michiana Regional Airport attracted up to 1500 riders each Saturday and Sunday in December 1992. The first two days of Christmas week saw ridership at just under 14,000 a day. NICTD management hopes a return to more general prosperity will increase ridership — significantly.

The executive director of the **DALLAS AREA RAPID TRANSIT**, Jack Evans, resigned in December 1992. Without a strong leader, DART may find it difficult to defend itself against legislative efforts now underway to reduce its one-cent sales tax. DART collects a penny sales tax in Dallas County, Dallas and in twelve suburban areas served by the agency.

One of the major reasons that the **NEW YORK SUBWAY** system signals broke down during the severe rain storms that struck the region on December 11, 1992, was the reliance of two-thirds of the signal system on what is today a rare type of electrical current. Hundreds of signals on the BMT and IRT went out because flooding knocked out two Consolidated Edison generators in Manhattan and caused disruptions that were the worst since the major blackout in 1977. The difference here was that only the transit authority lost power. The problem is that, because the current supply for the signals is 25-cycle alternating current, which is supplied only by the two stations in question, there is really no backup to replace them. Regular a.c. won't do the job. It may be that the signalization needs a new one.

Hopes that there might be some money for expansion of **MIAMI'S METRORAIL** system as well as the Tri-Rail commuter rail system faded as 1992 became history. As a result of Hurricane Andrew, there has been talk of expanding the rail systems into the south part of Dade County. But the relief money in the aftermath of the brutal hurricane is not sufficient. It appears that the best transportation improvement will be exclusive bus lanes. Thanks to Mitchell Green for the news.

The **CALTRAIN** commuter rail service operating between San Jose and San Francisco has developed a nine-year plan. The Joint Powers Board that took over the service from the Southern Pacific and the state of California will increase the number of daily trains to 66 by 1995. The agency is now in the process of applying for funds for three locomotives and 23 additional cars. The agency has also changed its ticketing policy and will now be using ticket machines in increasing numbers to vend tickets to riders.

Tom McGarry sends the good word that the new California Street **CABLE CARS** turned out by the low-technology department at the San Francisco Municipal Railway will probably haul more than 16 million passengers before they are finally retired. Two more brand-new "old" cars are expected to be finished in 1993. Meanwhile, December 5, 1992, was the day of civic celebration for the new cable cars. They take transit and rail service seriously in San Francisco.

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Railnews

THE BLIZZARD OF '93 During January and February 1993, railroads in the Pacific Northwest and northern California responded to a series of record-breaking snowstorms with rare snowplow operations during January and February (pages 44 and 63, May 1993 R&R), but in March the time came for Eastern railroads to get reacquainted with the kind of winter weather they haven't seen in many years. "The Storm of the Century," as most news reports called it, originated in the Gulf Coast and moved rapidly northeast along the Atlantic coast in just a couple of days. During its trek from Cuba to the Canadian Maritimes, the storm produced historic readings of low barometric pressure, wind chills down to 40° below zero and snow accumulations of up to four feet with drifts reaching 15 feet. It also killed more than 100 people, closed major airports and highways and brought most rail activity to a halt. By Saturday, March 13, the center of the enormous blizzard was still passing across North Carolina while its northern fringe was already dumping heavy snow and packing fierce winds as far away as New England. Commuter and intercity passenger service in many areas persevered through the weekend, but nearly all freight operations ceased from mid-Saturday until early Monday. Downed power lines were the main cause of periodic shutdowns on Amtrak's Northeast Corridor between Washington and Boston. NJ Transit utilized diesel-powered trains on its Gladstone branch when power outages idled the line's normal electric m.u. trains.

Sunday, March 14, was the day to sit tight and let Mother Nature subside while plows cleared the roads and highways. Most railroad employees were told to *not* report to work. By early Monday, however, Eastern railroads began digging out. R&R's "hometown" railroad, the New York, Susquehanna & Western, used front end loaders and a ballast regulator to open its line over Sparta Mountain in northern New Jersey in time for an eastbound stack train which arrived that evening. Conrail cleared sidings and heavily drifted areas from Buffalo to New York City with plow trains consisting of two locomotives coupled between two outward-facing double track wedge plows which are designed to only throw snow to the right side (page 4). In the central Appalachians, where some of the blizzard's deepest snow fell, CSX's former Clinchfield main line didn't resume operation for nearly a week. In all, Class I and short line railroads throughout the East (including R&S and G&W, see page 17) dealt with conditions and made use of snowfighting equipment that some hadn't seen in decades.

MILWAUKEE ROAD 4-8-4 261 Restoration of Milwaukee Road 261 is proceeding on schedule. During mid-February 1993 the flues and tubes were reinstalled, and by March the boiler was complete — a hydrostatic test of the pressure vessel will have been completed by the time you read this. Also beginning in March was the reattachment of the various components and appliances, such as the cab, the air pumps, domes, etc. While nothing is firm, anticipated break-in runs with 261 could commence by mid-summer.

Since its September 20, 1992, deadhead move to Minneapolis, Minn. (February '93 RAILNEWS), the 261 has been housed in a high-security portion of General Electric's Minneapolis Service Center for completion of its overhaul. The S3-class 4-8-4 is being leased by North Star Rail, a for-profit group of Twin Cities individuals who are planning several ventures involving the 261. With the restoration on schedule, North Star Rail will be making announcements on 261 operations in roughly 60 days. Stay tuned.

Meanwhile, the locomotive isn't readily accessible to the public, but people wishing to get involved in the restoration and operation of a Milwaukee Road 4-8-4 can contact the Friends of the 261, 4322 Lake Point Court, Shoreview, MN 55126.

THE RD20 In mid-March 1993, Republic Locomotive announced it had successfully field tested its new RD20 model locomotive. Developed in conjunction with Detroit Diesel Corporation, the four-axled RD20 prototype features a 2000-h.p. Detroit Diesel 16V-149TI DDEC engine, an 8000-amp a.c. alternator and d.c. traction motors. Republic says "the RD20 is the first diesel locomotive produced in North America to utilize a totally solid state Silicon Controlled Rectifier control system" which "eliminates all electromechanical switchgear, contactors and relays while permitting individual axle control for improved wheel slip control." The RD20 can be operated with a cruise control-style feature which automatically maintains a set speed regardless of changes in track curvature and gradient. A cellular communications package transmits locomotive diagnostic information which can be monitored remotely by maintenance personnel at any location with access to a computer, modem and phone line. Republic's RD20 design can be modified for any horsepower rating up to 2500 h.p. and is available in four- or six-axle configurations in most track gauges. An optional Head End Power generator is also available.

SNOW TRAIN '93 The annual "Snow Train" at the Mid-Continent Railway Museum in North Freedom, Wisc., has gotten to be a mid-winter tradition, the 1993 event taking place February 19 through 21. The new performer this year was Alco C415 21 which the museum acquired in 1990 from nearby Nakoosa Paper (nee-SP 2409) — it was moved to Mid-Continent during July 1992. The '93 Snow Train was the C415's first big day at the museum, and it pulled trains on Saturday and Sunday. Regular Mid-Continent performer C&NW R-1 4-6-0 1385 pulled passenger trains on Friday and Saturday and was the subject of a Friday night photo session with flashbulb lighting provided by the museum. There were no photo freights at the '93 event, but over 2700 rode the special trains all three days, including Sunday during heavy snows when the area roads were almost closed.

Presently, the 1385 is the only operating steam locomotive at Mid-Continent — Saginaw Lumber 2-8-2 No.2 is presently in the shop for boiler and smokebox work and is to be followed by shopping Dardenelle & Russelville 2-6-0 No.9. The No.2 should be operating by the summer — BILL RAIA and DOUG BAILEY.

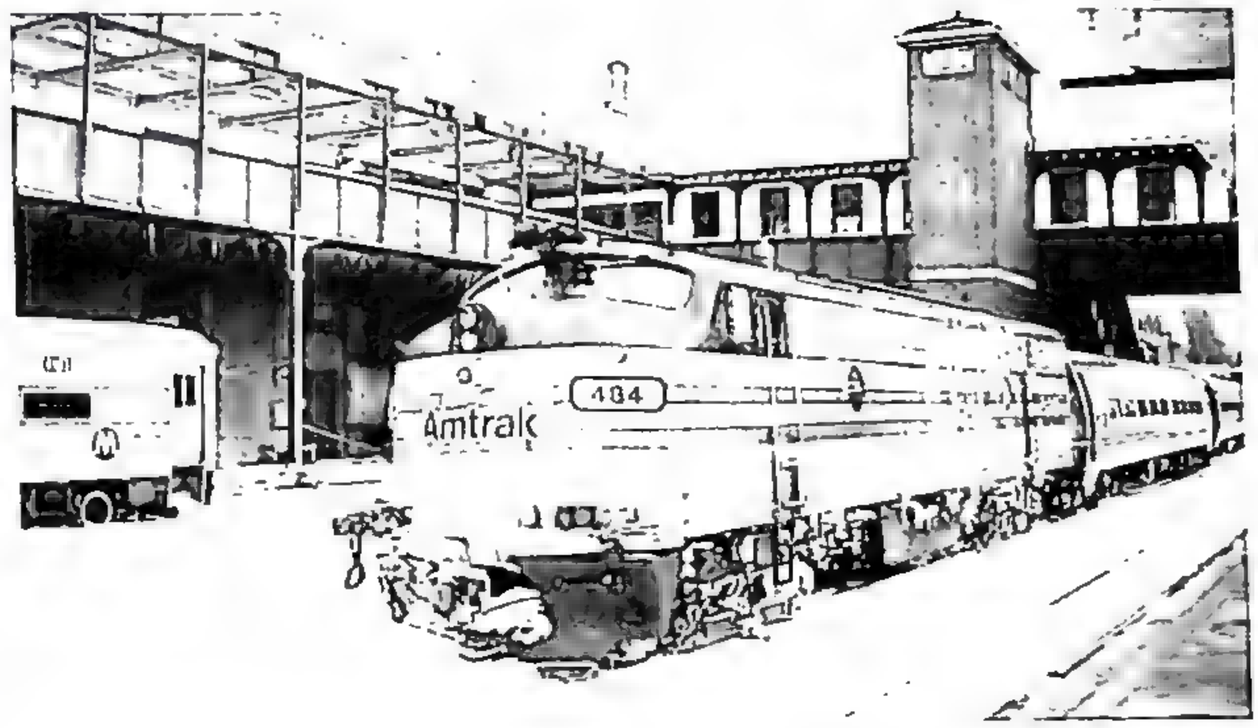
A BR&W MIXED TRAIN On Saturday, February 6, the Black River & Western operated a steam-powered mixed train from Ringoes, New Jersey, to the connection with Conrail in Three Bridges. Ex-Great Western Alco 2-8-0 No.60 was the motive power for the 18-mile round trip (page 74). During the trip, No.60 performed a photo runby on the former CNJ truss bridge over the South Branch of the Raritan River, switched hoppers on the BR&W's Central Branch and made one final photo runby upon returning to Ringoes shortly after 5:00 p.m. — JASON FELDMAN.

"THE SPIRIT OF OREGON" The latest entry in the gourmet rail dining business is the "Spirit of Oregon" dinner train, which made its inaugural trip on Valentine's Day, February 14, 1993 (page 74). Operation of the dinner train is over a portion of the Port of Tillamook Bay Railroad between Roy (MP 772.5) and Cochran (MP 800), Oregon. Trains are scheduled to make the 53-mile round trip in 4½ hours, making for a leisurely dining experience. Roy, a small rural farming community in the Tualatin Valley west of Portland, is the base of operations for the train. Cochran, an abandoned former timber and railroad town, is at the railroad's summit at 1824 feet. In between are steep grades of up to 3%, beautiful scenery and several spectacular timber trestles. Dinner trains are scheduled on Friday, Saturday and Sunday, with a brunch train operated on Sundays only.

There are two sets of passenger equipment used, depending on the type of meal service offered. Four former Alaska Railroad cars comprise the dinner train proper, while two former Southern Pacific high-level commute coaches are used for the brunch train. All were rebuilt by Robert Steele & Associates at Tillamook, Oregon. Steele is also the contract operator of the dinner train. He had previously operated the high level cars as the "Oregon Coast Express" out of Tillamook. Motive power for both trains is a pair of rare Alco C415 locomotives, the 701 and 702. Both previously worked on Weyerhaeuser's Columbia & Cowlitz railroad in Washington — JOHN E. SHAW.

SANTA FE 4-8-4 3751 TRIPS? With the publicity and goodwill generated by last fall's system-wide tour of 4-8-4 3751 still in mind, Santa Fe Railway is now considering a more extensive series of trips for the restored locomotive, tentatively scheduled for late 1993. The Walt Disney Corporation is already involved in joint planning of the tour, which reportedly would run from mid-September through mid-November. Santa Fe and Disney haven't finalized dates or

TOP BRUCE KELLY, ABOVE DOUG KOONTZ



PAT LECAROZ

ERIC SCHROEDER

THE BLIZZARD OF '93 was well under way at Port Jervis, New York, at 12:37 p.m. on March 13 as Conrail Oak Island, N.J., to Buffalo, N.Y., train OIBU departed west for Binghamton (**top**). Adding to the burden of snow-covered rails and low visibility was OIBU's 35-m.p.h. speed restriction for the Navy locomotive it was hauling by flatcar. On March 14, while the blizzard's trailing edge hammered the Northeast with high winds and sub-zero wind chills, an FL9 led Amtrak train 283, the *Niagara Rainbow*, into Poughkeepsie, N.Y., about 90 minutes behind schedule (**above**). Further south on the same day, sunshine and bitter cold greeted a Norfolk Southern track crew which was clearing switches on the ex-N&W main at Kenny Yard in Lynchburg, Virginia, (**above left**).

THE RD20 is a brand new 2000-h.p. locomotive (**left**) developed by Republic Locomotive and Detroit Diesel Corporation. It can be ordered in four- or six-axle versions rated at up to 2500 h.p. and fitted with "cruise control" and a cellular communications package.

routings yet, but some sources indicate there may be a round trip between southern California and Chicago, running via Denver in one direction and via Amarillo (Texas) the other, plus a round trip north to Richmond, California. R&R will publish the official itinerary once it becomes available.

Coincidentally, Scott Brittin has announced his resignation from the position of Mechanical Superintendent and Crew Chief for the 3751, and his departure from the San Bernardino Railroad Historical Society, the group which spearheaded the 4-8-4's restoration. On his reluctant break from the two related groups, Brittin would only say "The heavy responsibilities which the job carried were no longer matched with an appropriate level of authority and latitude." Brittin has since formed a new consulting firm, BHP Engineering Services, which caters to the power and energy industry.

MISSION TOWER WAS SOLD Santa Fe's famous Mission Tower in downtown Los Angeles was among several properties which the railroad sold to commuter agency Metrolink in December 1992. Metrolink fully assumed operation of the busy interlocking tower on March 15, 1993. For many years, Mission Tower has been a Santa Fe-operated institution which controlled train movements just outside Los Angeles Union Passenger Terminal where Santa Fe and Southern Pacific main tracks cross at grade on the west bank of the Los Angeles River. Union Pacific's line which crosses the river and ties in with the SP trackage to enter LAUPT is also under the control of Mission Tower. Today, there is very little freight traffic past the tower, so Metrolink operators manning the site will primarily control passenger movements in and out of LAUPT, including those of Amtrak.

SAN DIEGO NORTHERN RAILWAY One of the Santa Fe's most scenic stretches of railroad has been sold to a southern California partnership involving the North County Transit District of Oceanside, the Metropolitan Transit Development Board of San Diego and the San Diego Association of Governments. The three agencies have set up a new company, the San Diego Northern Railway, to operate the trackage. In December 1992, SDNRy acquired the southern half of Santa Fe's Surf Line (famous for its shoreline running along the Pacific Coast) from San Diego north 60 miles to the border of San Diego and Orange counties, which lies between San Onofre and San Clemente. Then, in February 1993, it acquired Santa Fe's Escondido Subdivision, which branches off from the Surf Line main at Escon-

dido Junction (one mile south of Oceanside) and climbs east through the coastal hills 21 miles to Escondido. SDNRy will provide a new commuter service on the 47-mile Surf Line segment between San Diego and Oceanside, and eventually on the Escondido branch as well. Amtrak will continue its existing *San Diegan* passenger service on the route, and Santa Fe will still provide all freight service by contract.

BN's SD70MACs It's only fitting that the largest railroad in American should place the largest order for locomotives in history. On March 16, 1993, the BN announced that its board of directors had approved the purchase of 350 SD70MACs from EMD for a total price of $675 million (nearly $2 million each). Delivery will extend for the next five years, and the intended schedule will include eight units in 1993 and between 60 and 100 units per year through 1997. These new locomotives represent the true "third generation" of locomotive design, the most significant aspects of which include 4000 h.p. 710 prime mover, a.c. traction motors and three-motor radial trucks that steer into curves.

This huge order is the direct result of successful testing of the three SD60MAC demonstrators, 9500-02, still in coal train service between Denver, Colorado, and Amarillo, Texas. With an improved adhesion system and the added torque of the a.c. traction, the trio of 3800 h.p. "MACs" have been hauling 15,000- and 16,000-ton trains up one-plus percent grades in place of five regularly assigned SD40-like units, and dynamometer tests have shown over 200,000 pounds of tractive effort per unit — SD60MAC designers originally had calculated 175,000 TE. One EMD engineer was heard to say "...it appears that we built a locomotive that is mightier than the pencil!"

With the SD60MAC now a proven design, the BN is betting big on the economic advantages of the a.c. traction system. The BN order will take up virtually the entire EMD production capacity for a.c. units for the next five years, and any other railroad wanting SD70MACs will have to get in line behind BN — and GE has no equivalent unit ready for production. Burlington Northern feels that the SD70MAC's three-to-five locomotive replacement ratio will give the railroad a significant competitive edge in the heavy haul business.

The *Journal of Commerce* report on BN's big purchase also mentioned a "proposed" SD80MAC for AAR testing. This report is accurate, and the SD80MAC will be a 5000-h.p. locomotive with a 20-cylinder 710-series prime mover, a.c. traction, radial trucks and comfort cab. With the proven success of the heavy-haul a.c. transmission and EMD's adhesion and wheel-slip systems, this 5000 h.p. monster is bringing the 1966 horsepower race — spearheaded by the SD45 — into the 1990s with a vengeance. That long-awaited "Third Generation" of motive power is now here, with a.c. traction as its hallmark.

In other EMD news, the three SD70M prototypes 7000-02 ("conventional" a.c/d.c. units with AR20 alternators and DC90 traction motors) have completed their testing at the AAR test facility near Pueblo and will make a trip east, via Santa Fe to Chicago, for a month of "shake down" runs on Conrail. They will do some high speed running and reportedly spend most of their time on coal trains on former-Monongahela trackage, recently purchased by Conrail. After Conrail, the SD70Ms are scheduled for a stint on CSX. Norfolk Southern is the first railroad to order production SD70s, a total of six of which should be delivered with traditional spartan cabs by May 1993.

DULUTH & NORTHERN MINNESOTA No.14 The Lake Superior Museum of Transportation's D&NM 2-8-2 No.14 was the feature locomotive in the filming of "Iron Will" between January and March 1993. The movie tells the story of a sled dog race in 1917 from Winnipeg to St. Paul for the St. Paul Winter Carnival. Legend has it that the story was dreamed up by Great Northern's Louis Hill, son of James J., and sponsored by the Great Northern. Part of the sled route followed GN tracks. Though the names of the railway executives have been changed, the GN plays prominently in the film, which includes the former-DM&IR and SP&S passenger cars being lettered Great Northern. Locations for filming include the North Shore Scenic Railroad between Duluth and Two Harbors; the Burlington Northern at Cloquet, Minn.; the Lake Superior & Mississippi tourist line in west Duluth; the DM&IR at Two Harbors and also their Oliver Bridge between Steelton, Minn., and Oliver, Wisc., and at the Soo Line roundhouse in Superior, Wisconsin.

The little 14 was equipped with a banner on the tender, a cap on its stack and a different headlight for the filming. These would be removed occasionally to make the 14 appear as a different locomotive. And, actually, the different stack and headlight restored the 14 nearly to its as-built 1913 appearance. Observers of the filming say that "Iron Will" should be one of the more rail-oriented films in quite a while.

IN KANSAS CITY Around 2:00 p.m. on March 13, 1993, in Kansas City, Missouri, a depressed center flat car "split a switch" after crossing the lower level of the double-decked Kaw River Bridge. The derailed car struck a column causing a 60-foot section of the overhead approach to the upper level to collapse in front of a St. Louis-bound double-stack SP train, which was able to stop short of the collapsed section. The derailed car was the fifth or sixth in a roughly 70-car Soo Line "shuttle" transfer between Liberty, Mo., and SP's Armourdale Yard in Kansas City. A preliminary investigation showed that the rear truck of the car had picked a switch on the west end of the bridge, after having crossed it. Crews worked through the night to reopen the lower level, and at 5:45 p.m. on March 14, an eastbound SP train was the first to cross.

The Upper Level, known locally as the "high line," is used primarily to avoid the congested Santa Fe Junction, located just east of the bridge. Espee uses the high line for its St. Louis trains, and the Soo Line uses the high line for trains to and from the SP. The UP also uses the high line for trains off the former MKT at Paola bound for Omaha — ROBERT FRANKE and JAMES RHYNERSON.

WILLAMETTE & PACIFIC On January 14, 1993, Southern Pacific announced that it had leased 184 miles of branch lines south of Portland, Oregon, to Genesee & Wyoming Industries. GWI, which operates a cluster of western New York short lines including the Genesee & Wyoming Railroad, began phasing in operation of the Oregon trackage by late February under the name Willamette & Pacific Railroad. The new short line's reporting marks, WPRR, have already created a stir among area railfans who have been hearing references to "the WP" and even "the Wobbly" (as in Western Pacific) during radio transmissions. W&P's trackage involves a spine route running from Newberg south to Monroe, with short branches west or east off the spine to Willamina, Dallas, Dawson and the company's headquarters at Albany, plus the spectacular Toledo Branch from Corvallis west to Toledo which tackles the Coast Range with horseshoe loops and a maximum grade of 3%. W&P also has trackage rights over additional SP lines from Newberg north to Brooklyn Yard in Portland and from Albany south to Eugene. Until it acquires its own permanent locomotive fleet, W&P is leasing as many as 20 SP SD9s.

Just east of the W&P, SP has also leased smaller branches to the newly-formed Willamette Valley Railway and sold the ten-mile Molalla Branch to the Molalla Western Railway. SP still hopes to lease more than 400 miles of additional Oregon trackage to short line operators, including the 138-mile Coos Bay Branch and the 298-mile Siskiyou Line. Elsewhere, SP is offering 345 miles of branches for lease in northern California and 322 miles of branches for sale in Texas.

A TANKER TRUCK EXPLODED On March 17, 1993, five motorists and the driver of a gasoline tanker truck were killed in a flaming explosion in Fort Lauderdale, Florida, when the truck became trapped on a busy railroad crossing and was struck by Amtrak's *Silver Star*, which was only 20 miles away from its final destination of Miami. Of the more than 100 passengers and crew members of the Amtrak train, only six sustained injuries that required hospital treatment. Ignoring one of the most basic rules of grade crossing safety, the truck driver did not wait for bumper-to-bumper traffic to advance far enough to allow the truck to completely cross the CSX-owned track. Road traffic came to a halt with the tanker truck sitting directly over the crossing. Witnesses said that when the crossing gates lowered for the approaching *Silver Star*, the truck driver tried to pull forward but was trapped by idled traffic. Already decelerated to about 30 m.p.h., the eleven-car train struck the rear

ROBERT C. FRANKE

STEVE GLISCHINSKI

DULUTH & NORTHERN MINNESOTA No.14 marched north out of Duluth, Minnesota, on North Shore Scenic's former DM&IR line toward Two Harbors for a day of movie filming on February 28.

IN KANSAS CITY, Missouri, an SP doublestack train led by an SD45 was able to stop short of disaster moments after a depressed-center flatcar on a Soo Line transfer job derailed and struck a column supporting a section of the Kaw River Bridge on March 13.

JOHN C. ILLMAN

WILLAMETTE & PACIFIC ran its first McMinnville Hauler over leased SP track on March 1. The 75-car train rolled through Springbrook, Oregon, behind SP SD9s 4409, 4344, 4303 and 4401.

of the tanker, igniting a fireball that instantly engulfed the truck and ultimately destroyed nine other vehicles. The front of the *Silver Star*'s lead F40PH locomotive was battered and charred, and a baggage and dining car caught fire, but there were no deaths or critical injuries among those riding on the train.

HARRE DEMORO, 1939-1993 Well-known Bay Area author and R&R contributor Harre Wilkins Demoro died on March 19, 1993, from complications following heart surgery at age 53. Demoro authored twelve books already published and two more that are not yet printed. Harre Demoro was a reporter for the San Francisco *Chronicle* and was considered an "expert" on Bay Area Transportation. California Senator Quentin Kopp said, "the Bay Area has lost the soul and the historian of regional transportation," adding that, "no one surpassed Harre in enthusiasm, knowledge and curiosity about transportation all over the world." Harre was also considered an expert on Russian transportation, and his last byline in R&R was "A Visit to Vladivostok" in our July '92 issue. Demoro is survived by a wife, daughter and sister. Before entering surgery, Harre wrote some notes called "the remote possibility" in case he didn't survive surgery. He outlined some personal thoughts and wishes requesting that any memorial contributions be made to the Bay Area Electric Railroad Association, P.O. Box 192986, San Francisco, CA 94119, operators of the Western Railway Museum of which Demoro was chairman of its board for seven years.

DOUBLE TRACKING THE BLUES Having determined that a ten-mile long tunnel beneath the Blue Mountains of northeast Oregon would not adequately improve traffic flow over the 175-mile helper district where grades reach 2.2%, Union Pacific has announced plans to double track more than 50 miles of the route. Expected to begin by late 1993, the ten-year, $100-million project will connect existing passing tracks and short stretches of double track to create several longer zones of double track at strategic intervals between Camp and Huntington, Oregon. The longest unbroken section of double track would run for some 25 miles between Meacham and La Grande. UP currently runs an average of 26 trains per day, and sometimes as many as 40 (plus Amtrak's east- and westbound *Pioneer*), over the Blue Mountains. The double tracking would increase the route's capacity by at least 50%.

CONVENTIONAL WISDOM

A behind-the-scenes look at the planning and execution of the 1992 NRHS National Convention in San Jose

by Hal Lewis

RAIL OPERATIONS MANAGER, SAN JOSE '92

So you'd like to run a convention, huh? Steve Barry, in his "Steam, Speed and Sunshine" article in the December '92 R&R describing the 1992 National Railway Historical Society Convention in San Jose last July painted a picture of an affair that ran smoothly. However, a peek behind the scenes would show that things were not that smooth and that some mistakes were made. Most importantly, however, such a peek would show that the convention was a major effort that has some significant lessons for the future. Let's examine the rail operations from a planning, marketing and logistics standpoint.

I received a call from NRHS Central Coast Chapter convention chairman Ed Graham in February of 1990, asking if I was interested in being rail operations manager for the 1992 San Jose national convention. I had retired from Lockheed Corporation a year before, so I had the time. I agreed to take on the job because I felt that it was time to put something back into the hobby after many years of train chasing and riding trips that someone else had planned. I had program management experience at Lockheed, so I knew what I was getting into. I figured it would involve over two years of planning with the last two to three weeks of 16-hour days and continuous firefighting. How right I was!

When I joined the program, rail trips had been developed in concept, and use of the SP 4449 and 2472 (at that time still undergoing restoration) was part of the plan. We planned to ask the Union Pacific to participate but were concerned that they would be reluctant to come to California the year after the 1991 Railfair. Trips were planned out of San Jose on the SP to Sacramento, San Francisco and Watsonville Junction. A Union Pacific (Western Pacific) destination had not been worked out, but Stockton or Sacramento seemed to be the only options.

There seemed to be some element of risk involved in putting on a big convention and steam show with some of the same engines that were planned for Railfair (the tenth anniversary of the California State Railroad Museum, set for May 1991 in Sacramento). However, the Eastern railroads wanted some time off from supporting the convention, and the Central Coast Chapter had already agreed to the date, so the risk had to be accepted.

At the May 1990 monthly convention meeting we established a schedule calling for proposals to the SP, UP and Caltrans. The meeting also covered the shortage of passenger cars. We knew that the UP had a set, but coach seating was very limited. The 4449 could bring eight or nine revenue cars, but this, too, was insufficient. We would have to look for more cars.

I was also asked to investigate the possibility of getting Canadian National 4-8-2 6060 with Jim Crowley, who had been instrumental in the 1988 trip of the 6060 and BC Rail's Royal Hudson 2860 from Vancouver to Jasper. A telephone call to Crowley revealed that discussions were under way to bring the 6060 and 2860 to Railfair. He felt that the British Columbia and Alberta governments might not be willing to fund a second trip to the States so soon. The 6060 would certainly not be a "representative" engine, but we felt that we needed to keep our options open in case the 2472 restoration was not completed or the UP turned us down.

Getting down to specifics

In September 1990, Ed Graham sent letters to the SP, UP and Caltrain asking for their participation in the convention. The letter to the SP asked for operations on the Santa Cruz branch (which had not seen a passenger train since the early '60s) and over Altamont Pass using the SP's trackage rights over the UP. The UP letter requested a trip to Stockton.

We received a letter on October 18 from UP's vice president of operations R.K. Davidson agreeing to participate with a charter excursion train. Davidson's letter said the power would probably be 4-8-4 844, but they might send the 3985 or both engines. This was a major hurdle that we had overcome since we had felt that UP approval was less than a 50/50 probability.

I called Steve Lee, who heads UP's steam program, and Doyle McCormack, who runs the 4449 activity, to introduce myself. Over the next two months, I developed a good telephone rapport with Steve and Doyle. They gave me their operating guidelines and some ballpark cost figures to work with. It became quite obvious that we would have to pay a considerable deadhead cost to get the engines to San Jose or sponsor passenger carrying ferry trips for both trains. This meant doing the planning and operations for the ferry trips as well as the convention, and Central Coast had to carry the financial exposure for the whole effort. We were looking at a 2900-mile round trip from Cheyenne and a 1500-mile round trip from Portland. Suddenly this had become a high stakes game.

Steve Lee suggested that we consider co-sponsoring the Cheyenne to San Jose trip with other organizations, but he warned that he had never seen any successful partnership of railfan groups put together to run an excursion trip.

Railfair: Practice run

On 2 January, 1991, Steve Lee called to say that TRAIN (the Tourist Railroad Association) had backed out of sponsorship of the Cheyenne to Sacramento Railfair train with the 844 and 3985 and UP was trying to find other groups to pick up some of the segments from Salt Lake City to Sacramento. This sounded interesting. We would have an opportunity to work with the UP before the convention, make a little money for the chapter and work out some of our operations approaches.

The problem was that the trip was scheduled for April 27, less than five months away. We finally decided to take

the [illegible]bound Feather River Canyon segment from Portola to Sacramento. The convention committee seriously considered taking the Winnemucca to Portola segment, too, but we decided that this was too big a bite.

Feather River Rail Society (FRRS), Promontory Chapter NRHS and the Union Pacific Historical Society (UPHS) also agreed to sponsor some of the segments of the trip from Cheyenne. This combination of sponsors was an indication of things to come. Our desire to sponsor the one segment was telephoned to Steve Lee and Dick Armatage, UP director of operations and administration in Omaha.

The SP replies

Convention preparations were expected to take a back seat because we had only five months to do the planning, advertising and ticket sales for the Portola trip. However, on January 4 we received a reply from the SP concerning our letter asking for their participation in the convention. The letter rejected our request for operation over the UP's Altamont Pass line and the Santa Cruz branch. In addition, it stated that the San Francisco commute line was being sold and its status at convention time would be unknown. Ed Graham called Andrew Fox of SP and got some guidance on the next move, which was essentially to address a letter to Ken Moore, VP of operations, and drop our request for use of the Santa Cruz line. John Plytnick, SP assistant manager–Amtrak, suggested that we also drop the request to run the 4449 over Altamont Pass. Doyle McCormack suggested that the letter to Moore be simple and stress that we were still in the planning stages. He felt that we had to convince the SP that we would live with whatever constraints they applied.

This was extremely important advice.

April trip planning continues

Meanwhile, preparations for the UP Railfair trip in April 1991 had started. Conversations with FRRS President Norm Holmes got agreement on common pricing for the Feather River Canyon trips, since they were sponsoring the eastbound leg. Conversations with Steve Lee set a 9:00 a.m. departure time from Portola, allowing UP to bus passengers from Reno, about an hour to the south (Portola has one motel with about 30 units and another that advertises rooms by the hour). We settled on Peninsula Bus Lines as our charter operator and discovered that Bill Garlock, our Peninsula contact, is a closet railfan. I quickly offered him a discount on tickets if he would come along to coordinate his busses. He agreed.

We received a lot of notice in a big spread on Railfair in the L.A. *Times* and nice coverage in RAILFAN & RAILROAD. Unfortunately, those publications and the UP public relations people gave my phone number as the contact for tickets! Soon the phone started ringing, with about 60% requests for tickets and 40% requests for information. Quickly, Steve Ferrari, from Central Coast, set up a reservation system that allowed us to keep track of passengers by name and where they would board the busses in the Bay Area.

Marketing

The train was named "*Canyon Express*" for our segment of the trip. This had no historical reference, but it sounded like a good marketable name. Funny how you quickly become a business person first and a railfan second in a situation like this. If you don't, you're courting financial disaster and risk a loss of credibility with the railroads.

Discussions with potential insurers revealed a premium cost range of $1800 to $5200. There was something going on here that I didn't understand!

Steve Lee hi-railed the Feather River Canyon and confirmed what the track charts showed: He would be facing over 100 miles of descending grade, most of it a steady 1%. When he called, he said. "Hal, we need to use a diesel for dynamic braking or we'll wear out the brakes before we hit Oroville.

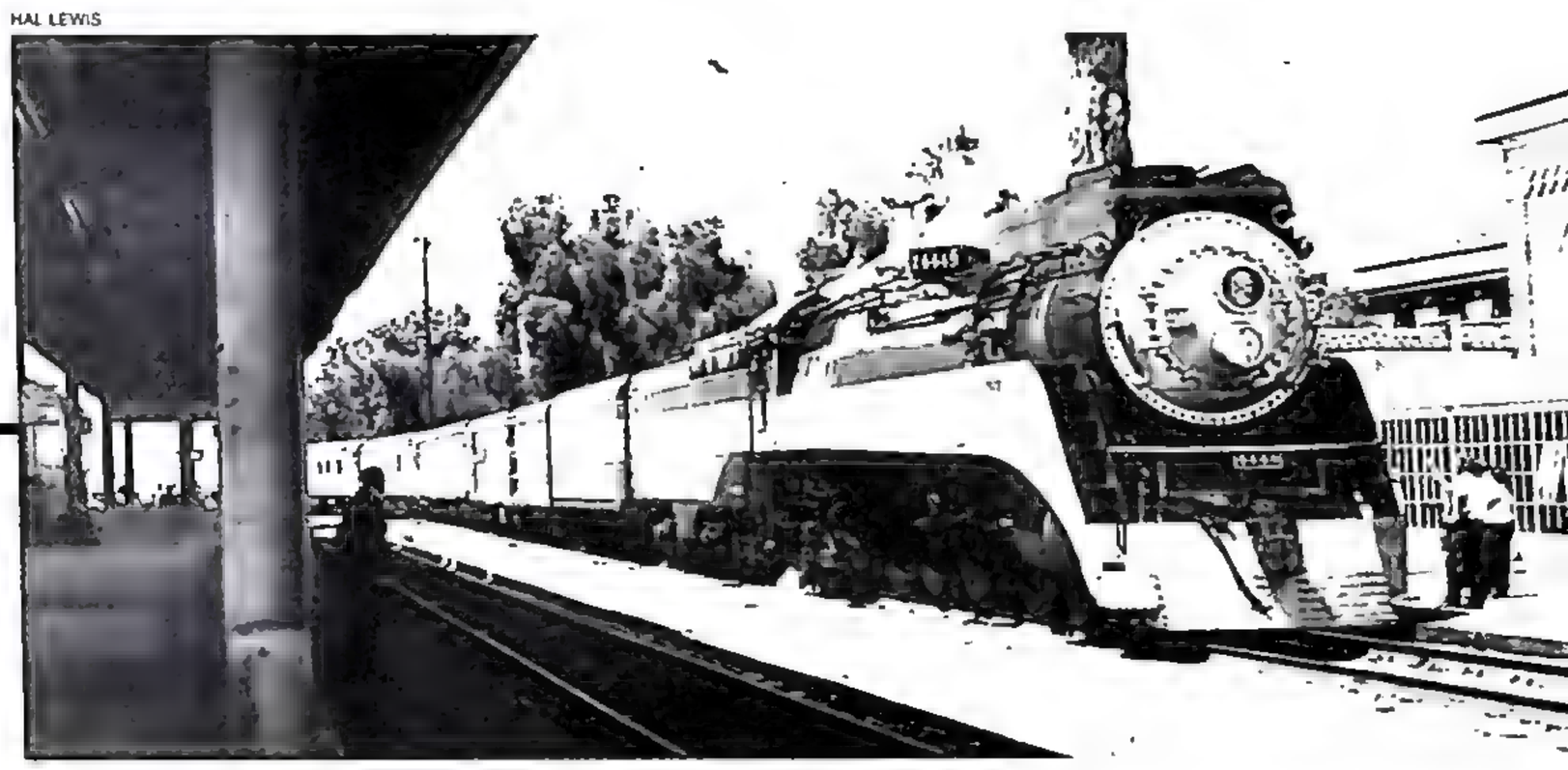
My response was, "We'd like to go without the diesel, but do what you think is right from a safety and operational viewpoint and we'll support it." I think that response increased Central Coast's credibility by a large amount.

Steve also selected four potential photo stop locations in the canyon and one just outside Oroville. But Steve also said that there was a 50/50 chance of a strike during the time that the trip was scheduled. We were already getting ticket orders, so there was no turning back. We just had to keep going and advise our customers of the strike possibility.

Around the end of February the UP told us that the insurer that we were working with didn't quite meet their standards. The main issue was the railroad requirement for "hold harmless" clauses in the insurance policy. These clauses essentially free the railroad of liability even if an accident is caused by negligence of a railroad employee. The UP recommended an agency in Chattanooga, Tennessee, that was much more expensive than the first agency we were dealing with, but it was UP's ballgame, and we wanted to establish our credibility for the 1992 convention. Shortly after contact was made with the Chattanooga agency we were asked to provide a description of the trip and equipment, which was reasonable — but we were also asked to provide a list of all grade crossings between Portola and Sacramento that did not have flashing lights and gates! We were able to do this with a combination of data provided by the UP at Stockton and Norm Holmes at FRRS in Portola and from a trip to check all the crossings between Sacramento and Oroville (66 miles) since the UP engineering department data wasn't up to date for that portion of the line.

The UP sent a contract for the *Canyon Express* trip, but the insurer objected to the "hold harmless" wording. A telephone call to the UP contracts department and the insurer got them together,

HAL LEWIS



SOUTHERN PACIFIC 4449 arrived in San Jose on July 20, 1992, for the NRHS convention. For complete convention photo coverage, see the November '92 R&R.

and they felt that the wording dispute could be resolved. I was told that a new contract would be sent shortly. *Canyon Express* tickets sold out in five weeks while tickets for the *Scenic Limited*, the eastbound run up the canyon sponsored by FRRS, sold out in six weeks.

As April 27th drew closer, things fell into place nicely. Car hosts were selected, and there seemed to be nothing that could cause any problems — except a rail strike. This problem fell on us rather quickly, however. Not only did the strike possibility cast a pall over Railfair, but it also threw us into a near panic. We had collected over $50,000 in ticket sales, and many riders were coming from all over the country, so non-refundable airplane reservations were a consideration, too.

Steve Lee assembled part of his train and left Cheyenne a day early, two days ahead of the strike deadline. This got his engines and support cars into Salt Lake City (the passenger cars were already there) where he could ride out the strike and hope for resolution in time for the trip west to Railfair. Fortunately, the proper injunctions took effect, and everybody saved face, so the passenger train headed west on schedule. There were problems with the UP contract because the agreement on wording between the insurer and the railroad never got into the document. After two quick phone calls and several faxes, we had a contract three days before the trip was scheduled.

Managing the train

Steve Lee explained the UP method for operating excursion trips. The host organization designates a train manager who is the only person who talks to the UP engine crew. The train manager carries a UP radio for this purpose. We agreed that the train manager should probably use another two-way radio, operating on a different frequency, to communicate with the hosts in each car. There were two car hosts per car so that we could have one on the ground and one on board at each photo stop.

Since I was the train manager, I had the privilege of toting two radios around for eleven hours. That UP radio was probably the first one that the railroad had bought — it was large and heavy. Arrangements were made to rent two-way radios for the car hosts and the train manager. The train would have five 44-passenger coaches with a total of 220 seats. There would also be an open-door baggage car and a lounge car serving beer and wine. The rear end of the train would have seven cars for VIPs for a total of 23 cars, including support cars and a HEP power car. The 844 and the 3985 were each listed with an auxiliary tender for the trip — an absolute necessity considering the hundreds of miles of desert on the itinerary.

The *Canyon Express* was a financial and operational success, and it established Central Coast's credibility with Steve and the Union Pacific. We then held preliminary discussions with the Feather River Rail Society, Promontory Chapter NRHS and UP Historical Society about joining with Central Coast to sponsor the UP train to the 1992 convention in San Jose. Steve Lee said that the train would have 15 to 20 cars and use the 844 only, since it can run at 70 m.p.h. versus 60 for the 3985 and uses much less fuel and water than the Challenger. One and possibly two dome coaches would also be added to the consist; this was good news since it would add 132 seats.

The steam line-up

In June, an effort was started by the Southern Nevada and Southern California Chapters of the NRHS to bring the Santa Fe 3751 to the convention. Since the UP and *Daylight* trains would be coming to San Jose over the same routes that we had to use for convention trips, the ability to sell the convention trips became a bit of a concern. We considered doubleheading the 4449 and the 2472 on the Sacramento trip and running a circle trip from Oakland to Stockton with

CONVENTIONAL WISDOM

the 3751 and San Jose to Stockton with the 844. Passengers would switch trains at Stockton. We would have to use the *Daylight* equipment with the 3751, but how would the Santa Fe and the SP respond to that?

Meanwhile, plans for joint sponsorship of the UP train from Cheyenne firmed up and Dick Armatage, UP director of operations & administration said that we needed to submit a formal proposal. Ed Immel, of the Northwest Rail Museum, sent a letter estimating the cost of bringing the 4449 and train to the convention at $150,000. With the UP ferry run from Cheyenne, the price of playing in the game was going up fast.

By July, the plans to bring the 3751 to the convention began to unravel because the two NRHS chapters realized that they did not have the staff or money necessary to do the trip.

The four groups sponsoring the UP train from Cheyenne agreed tentatively on responsibilities for the various daily segments. I named Don Douglas, Jim Maurer and Andy Morrison train managers for the convention trips. Don was an SP dispatcher in San Jose, so he knew the people and the territory. Andy, an industrial designer with operations management experience on the Cumbres & Toltec, and Jim, an engineer, had impressed me as pretty savvy professionals who would be young enough to benefit from the experience and apply it again if Central Coast hosted another convention somewhere down the road.

As a result of suggestions from Mark Cedek, who had run the successful 1990 St. Louis convention, the four of us explored possible photo stop locations exactly a year from the convention so that we could be sure of proper sun angles. Based on observations from the 1991 Huntington convention, Steve Lee and I agreed that about 500 people is the maximum that can be handled at a photo stop in order to have some sort of organized photo line and keep time consumed at a minimum.

Steve said that a new concession car would be available for the 1992 train. He was also having the engineering department evaluate wyes at Milpitas and Niles Junction near San Jose. Steve decided to use the 3985 for the convention train since the 844 would be limited to about 15 cars on the long 1% grades in Nevada and the 3985 could handle about 18. It was reassuring to all when Dick Davidson, the new UP president, expressed support for the steam program. The formal proposal for the UP ferry train, named the *Pacific Limited*, was sent to Dick Armatage.

The *Shasta Daylight*

In late August 1991 Ed Graham got a letter from SP vice president of operations Ken Moore agreeing to support the convention in concept. Trips to Sacramento and Watsonville Junction were approved, but a San Jose to San Francisco trip was not since SP expected the line to be sold to a tri-county agency by then.

In September 1991 the 4449 ran a series of trips for the SP around Dunsmuir, Cal., to try to counter the bad publicity from the August chemical spill at Cantara. Doyle McCormack cut a deal with the SP where he would not charge the SP for the Redding to Mt. Shasta trips in September if the SP did not charge him to come to the convention in 1992. The SP accepted the deal, so Central Coast did not have to be involved in the planning or financial risk involved with the *Daylight* ferry run from Portland. We did, however. agree to help publicize the trips.

SP&S 4-8-4 700

A member of the SP&S 700 group called from Portland to discuss bringing their engine and a revenue passenger train to the convention. He wanted to come by way of the BN through Bend, Oregon, and then over the SP from Klamath Falls. I told him that we would be glad to have them at the convention but we could not support a train that

wou[illegible]mpete with the *Daylight*, since I fe[illegible]hat both groups would take a financial bath. I suggested that they talk to Doyle about doubleheading with the 4449 on the *Daylight* train.

All the while I was thinking about having the 4449, the 700 and the 3751 at the convention in addition to the 2472 and the 3985! A great idea, but what would we do with them all after we had one giant photo session? Operation of foreign power over the SP was discussed with John Plytnick, SP's assistant manager-Amtrak, who would be my SP contact for the convention. John wasn't sure of the SP response. Meanwhile we discussed interchange points for the 3751 and the 3985 with a view toward getting them to San Jose for the "giant photo session."

Planning for the *Daylight*

Tentative schedules for the *Daylight* move from Portland to San Jose and back were discussed with Doyle McCormack. He would not mix non-*Daylight* painted cars in his consist for the ferry runs but would allow a mixed consist for convention trips. This seemed to be mandatory since the train they planned to bring would only seat 370 people.

Steve Lee said that Robin Redick, head of the UP insurance department, had agreed to try to arrange a year-long insurance policy with the cost pro-rated across all excursion sponsors. This would eliminate the near fiasco we had with the *Canyon Express* — or so we thought. Discussions were started with two private car owners in the L.A. area. Between them, the two cars would seat 82 people, an unusually high number for private cars.

In December 1991 we were told that the SP would not allow the UP 3985 on its rails. There was a suggestion that an attempt would be made to reverse that decision. Meanwhile, planning was started to hold the night photo session at Milpitas or Niles Junction where the SP and UP tracks are either parallel or cross each other. We decided to use the 4449's auxiliary water car on the Sacramento trip in case we ran into problems getting water.

Calls started coming in from other private car owners (as far away as the East Coast) about bringing their cars to the convention. A tentative okay was given pending SP approval of parking arrangements. Most of the cars were low capacity vehicles, however, unsuited to use on convention trains.

Input from the National

The NRHS national convention committee came to San Jose to review our progress. They were generally satisfied, although there was a concern that our train capacities were too low. They suggested that we try harder to increase the capacity of the *Daylight* trainset. They also felt that the tentative capacity of 469 on the UP train was marginal, but the UP would not allow foreign cars in its train after some bad experiences at St Louis.

There was also a healthy discussion of the NRHS desire to hold an invitation-only "president's reception" for NRHS wheels and invited guests — with the host chapter paying for it! Central Coast attendees objected vociferously, and most of the convention committee members were against the idea, too.

This seemed to be a flagrant example of an elitist gathering for booze and snacks, at an estimated cost of $3000. Just think what one of the volunteer engine restoration groups, like the 2472 people, could do with that kind of money! We were stuck with it because Ed Graham could never really find anyone in the NRHS who would step forward and say, "It's my idea, and I want it done," so we could say, "Hell no!" The whole episode was like pushing on a wet noodle. I hope future NRHS host chapters kill the thing.

The *Pacific Limited* Group

In mid-December 1991 the first meeting of the "*Pacific Limited* Group," the sponsoring organizations for the Cheyenne to San Jose ferry operation, was held in Salt Lake City with Steve Lee representing the UP. Steve was amazed that four railfan groups could sit down in one room and agree on so many issues with healthy discussions but no arguments. We agreed on operational details and a tentative itinerary as well as tentative train management responsibilities for each segment. We also agreed to restrict ticket sales to members of the four organizations and NRHS members until 15 April. As it turned out, this was not a good decision. We knew that railfans do not have a good history of supporting such trips, but we thought that we were drawing from such a large member base that we had an obligation to give them first crack at tickets. This effectively kept the travel agents that support this kind of trip from having sufficient time to plan and advertise.

Promontory agreed to do the reservations and ticketing, and UPHS Treasurer Tom Lee, who runs the bank in Clay Center, Kansas, agreed to be our banker. We also agreed to procure *Pacific Limited* caps, shirts, mugs and pins for sale in the UP concession car.

In January 1992 the San Jose to San Francisco commute line was sold to the Joint Powers Board (JPB), a three-county agency in the Bay Area. The changeover date was set for 30 June, less than a month before the convention. This was not good news. However, we sent a letter to the JPB requesting permission to run our San Francisco convention trip.

The *Pacific Limited* Group held another meeting in Salt Lake City in early February. We had firm UP prices and estimated insurance costs, but a lot of other costs were unknown. We had to set fares immediately, however, so a rather large contingency was factored into the pricing. This resulted in some high fare prices, since we could only estimate load factors, an important component in setting fare structures. Cheyenne to San Jose fares were $1020 with motels and meals extra. Following a wise suggestion by FRRS' Norm Holmes, we decided to split all income and costs equally, regardless of the segment that generated the income.

Convention plans firm up

Convention trip pricing was done with the help of Ed Graham and Central Coast Chapter President Steve Ferrari, (an accountant by profession), using incomplete data since final SP, JPB and insurance costs were not available. Again, significant contingencies had to be used because of the unknowns.

The UP approved our last-minute request to augment the 2472 trip to San Francisco with a 3985 trip from San Jose to Oakland, with passengers crossing San Francisco Bay on a chartered ferryboat. Passengers on each train were able to ride up on one train and back on the other. This was the only way to increase seats, other than leasing more private cars.

I contacted *Flimsies!*, an L.A. area railfan newsletter about acting as our official information source for the convention and ferry operations. This was not a popular decision with some of the Central Coast convention committee members because *Flimsies!* had a reputation for printing sometimes faulty information. However, I had received far too many calls from fans wanting chasing information during the *Canyon Express* adventure, and I didn't want to go through that again. Besides, if *Flimsies!* got the right information from the proper source, they wouldn't print bad data, since *Flimsies!* Editor Charlie Baden desperately wanted to be accurate. Charlie set up recorded telephone messages with complete data and published everything you could want to know about rail operations (except photo stop locations). The arrangement worked very well for us, and, hopefully, for *Flimsies!*

The SP reiterated its position against foreign power on its line, so a joint press release was issued stating that Central Coast and the San Bernardino Railroad Historical Society had ceased discussions on bringing Santa Fe 4-8-4 3751 to the convention. The SP&S 4-8-4 700 people apparently never talked to Doyle McCormack, so that engine was out of the picture too.

We now had a three engine, two train

convention with five trips along with a 3000-mile round trip from Cheyenne on the UP to concentrate on. It was obvious that Doyle's deal with the SP, which took most of the planning responsibility for the *Daylight* trip out of our hands, was a fortunate one since that added burden may have been more than we could have handled. Mike Mangini of the 2472 project suggested that we doublehead his SP 4-6-2 with the 4449 on the Watsonville Junction trip, and we agreed, as did the SP.

The schedule for the week of July 19 through 26 was as follows: Sunday, 19 July, 3985 and UP train inbound Sacramento to San Jose. Monday, 20 July, 4449 and the *Daylight* train inbound Sacramento to San Jose. Wednesday, 22 July, 2472 runs light from San Francisco to San Jose and 3985 with the UP train San Jose to Stockton round trip. Thursday, 23 July, 2472 San Jose to San Francisco round trip and 3985 San Jose to Oakland round trip with chartered ferryboat trips each way across the Bay. Saturday, 25 July, 4449 San Jose to Sacramento round trip. Sunday,

26 July, 2472 and 4449 San Jose to Watsonville Junction round trip and UP 3985 outbound San Jose to Sacramento to start its *Pacific Limited* journey back to Cheyenne.

New management on the Peninsula

The operations contract for the Peninsula commute service from San Jose to San Francisco was won by ATE/Ryder Systems. We held a meeting with Bill Otter of Ryder and found that he had experience with commute service out of Chicago and had dealt with railfan excursions. He said that executing the takeover of service on 1 July and supporting the convention less than a month later would be difficult, but he would see that it would happen.

Shortly afterward we held the first of a series of planning meetings with the SP at their San Francisco headquarters. John Plytnick and Jim Robertson went out of their way to help, and operational details started to fall into place. Train and engine storage in San Jose became an issue because tracks were being taken out so fast that no one knew what would be available at convention time. In addition, the storage track in San Francisco that would be used for the 2472 and the *Daylight* train would only accommodate twelve cars and the engine, limiting the train to 453 seats. By the end of March, 290 seats had been sold on that trip.

Planning continues

On 1 April, another *Pacific Limited* Group meeting was held, this time at the UP headquarters in Omaha. A number of operations decisions were made, and a contract with the UP was executed. The conduct of the meeting enhanced our credibility with UP, an ever important issue.

Andy Morrison took on the job of assigning car hosts to the five convention trains and the three *Pacific Limited* segments where Central Coast had train management responsibility. This became a major effort, since we wound up with 90 car hosts and four trip managers for all rail operations. This was complicated by the fact that we did not know a number of the people who had volunteered for car host positions.

The SP and Santa Fe were notified that the 3985 trip to Stockton would stop near Stockton Tower, a major junction of the three railroads. A crowd control plan was included in the letter. The Santa Fe said they wanted to put their police on site, along with the Stockton Police that had agreed to help. Total cost of police support was almost $1600, but it was a good investment because nobody got hurt and picture taking was not hampered.

Where there's smoke...

The Bay Area Air Quality Management District was contacted about obtaining a variance to their smoke emission limits. I was referred to an investigator, Brian Jennison, a railfan who had tickets to ride the *Pacific Limited*. Brian guided me through the application process, and a variance was received which covered the entire period that the convention and ferry trains would be running.

During and immediately following the convention there were persistent rumors that the UP was fined for 3985's smoke, but they simply are not true.

CONVENTIONAL WISDOM

Ticket sales

Ticket sales for the convention and the *Pacific Limited* had been brisk through March but began to taper off in April. *Pacific Limited* advertisements to the general public were placed in newspapers in Salt Lake City, Sacramento, San Jose and Denver. In addition, short segments, such as Cheyenne to Laramie, were advertised. Results were mixed, but the bottom line was that we were significantly below the financial break-even point, and things were starting to look bleak. *Pacific Limited* ticket sales on the east end between Cheyenne and Salt Lake City were especially poor. It was obvious that most of the revenue would come from the segments from Portola west.

The convention was also below break-even, and NRHS rules prevented the sale of tickets to the general public until 15 May. The decision was made to try to reduce costs for convention and *Pacific Limited* rail operations, which included reducing bus allocations and closing off part of the *Pacific Limited* train on the lightly traveled segments to save on car host costs, since we were paying their transportation and lodging. It was pretty obvious that the high ticket prices, and perhaps the slowing economy, were scaring a lot of people off. However, in view of our financial position, perhaps the ticket prices were not high enough!

We also wrestled with trip cancellation insurance. It appeared that the premium would be $10,000 for coverage of only a portion of the convention events, so the idea was dropped even though the threat of another rail strike was on the horizon.

The "official videographer"

Mark I Video from New Jersey was chosen as the official convention videographer, mainly because Marc Balkin, the owner, could provide multiple cameras (he had about ten shooters), some using Hi8 camcorders. The major consideration was coverage and quality, and Balkin did the job in both areas. R&R editor Jim Boyd scripted and narrated the tape, and the final product was on the market within a month after the convention. The Mark I "Operation San Jose" may be a landmark archival and entertainment tape of convention rail operations.

Amtrak on the Peninsula

ATE/Ryder Systems was unable to negotiate a contract with the Peninsula Joint Powers Board, so they dropped out as operations managers for the rail system. Amtrak quickly stepped in, but they had two months to prepare for the changeover in management, add trains *and* start service from Gilroy, 34 miles south of San Jose. We began exploring operation of the 2472 trip as a parallel operation to Oakland, with either an added ferryboat (at $6500) or perhaps a ride on BART, since the San Francisco trip seemed to be fading fast.

However, on May 29, Ed Graham and I attended a meeting with Jerry Kirzner, the new director of rail services of the JPB rail operation, who introduced himself as "something of a railfan." He had been in charge of the SEPTA rail operation in Philadelphia. We also met George Forero, the new Amtrak superintendent of the commute service. We found out later that George, a veteran of Boston's MBTA commuter services, was a card-carrying fan. Both Jerry and George went out of their way to make the Peninsula trip with the 2472 happen. George was especially helpful in guiding us through some of the operational details.

The time gets tight

In early June, a *Pacific Limited* conference call was held with all the players. A recent financial analysis showed that we were between $40,000 and $50,000 below break-even. Les Tippie, Promontory Chapter president, proposed that we hire Phil Runge, a public relations man based in Salt Lake City. This was a good move, because Phil proved to be a dynamo when it came to getting us TV and radio time as well as picture stories in newspapers along the route. Advertising to the public also seemed to be helping convention ticket sales, and it seemed that we were getting close to break-even there too.

Another operations coordination meeting was held with the SP and the 2472's Mike Mangini. It became obvious that an operations and crowd control plan was needed for the San Jose yard. There was concern expressed about sharp curves on the west leg of the Watsonville Junction wye and condition of the track on the north leg.

Schedules for the 4449 Sacramento trip were approved, calling for an early morning departure from San Jose and a late departure from Sacramento. This was required because they were the only holes in the schedule on the busy SP line that would allow time for photo stops. Jim Robertson of the SP told us that we would have to pay the incentive cost if we delayed any Amtrak trains.

Photo runby sites

The trip managers and I walked the entire eight miles from Altamont to Midway siding on the UP line east of Altamont Pass. We took pictures of each potential photo stop location and noted the approximate milepost position. The same was done for the other convention trips. Our criteria for a good location were: Good sun location (we goofed on only one); safe footing for passengers to get off the train; room for people to spread out and not get in each others' way during the runby (this almost dictated the front side of a cut so that there would be a hillside for the more athletic passengers to climb up for clear shots); and a site far enough from roads so that chasers could not get into the area before the runby.

Finding good locations in the Bay Area, with its population density, was difficult. This was especially true on the SP line to Sacramento. However, this activity got a lot of effort because we all felt that good photo spots are an absolute necessity for the paying passengers — or future trips may not have any paying passengers!

Last minute panics

In June, the strike problem came and went. But activity soon became frenzied for operations problems such as watering sites for the engines, contracts with the SP and the JPB, parking in San Jose for the engines and the *Daylight* train and the final stopping point for the UP train in East San Jose.

On July 10, my birthday, we faced the possibility of having no steam engines at the convention: There was a mixup in the SP's contract wording for the *San Jose Daylight* that could have caused the trip to be canceled; a lawyer decided the SP couldn't move the 2472 because it wasn't a boxcar; and the insurance company had sent the wrong policy to the Union Pacific.

That morning I was meeting with Jerry Kirzner at the JPB offices to try to work out the wording on our contract for the movement of the 2472. One of the sticking points was their consulting attorney's insistence that the 2472 was not an SP freight engine and it wasn't an SP freight car so it did not fall into the trackage rights agreement that the SP had with the JPB for use of the commute line for freight traffic. The SP had proposed to bring the engine out of the Hunters Point Shipyard where it is housed and turn it loose on the line to San Jose. The lawyers insisted that the 2472 should be towed by an SP locomotive and not be allowed to operate by itself on the ferry move, where passengers were not being carried. This was strange logic, since the 2472 was scheduled on Thursday to pull a train with 400 passengers — with no SP diesel on the front. The lawyers won because Jerry could not fly in the face of their advice without taking on a lot of risk.

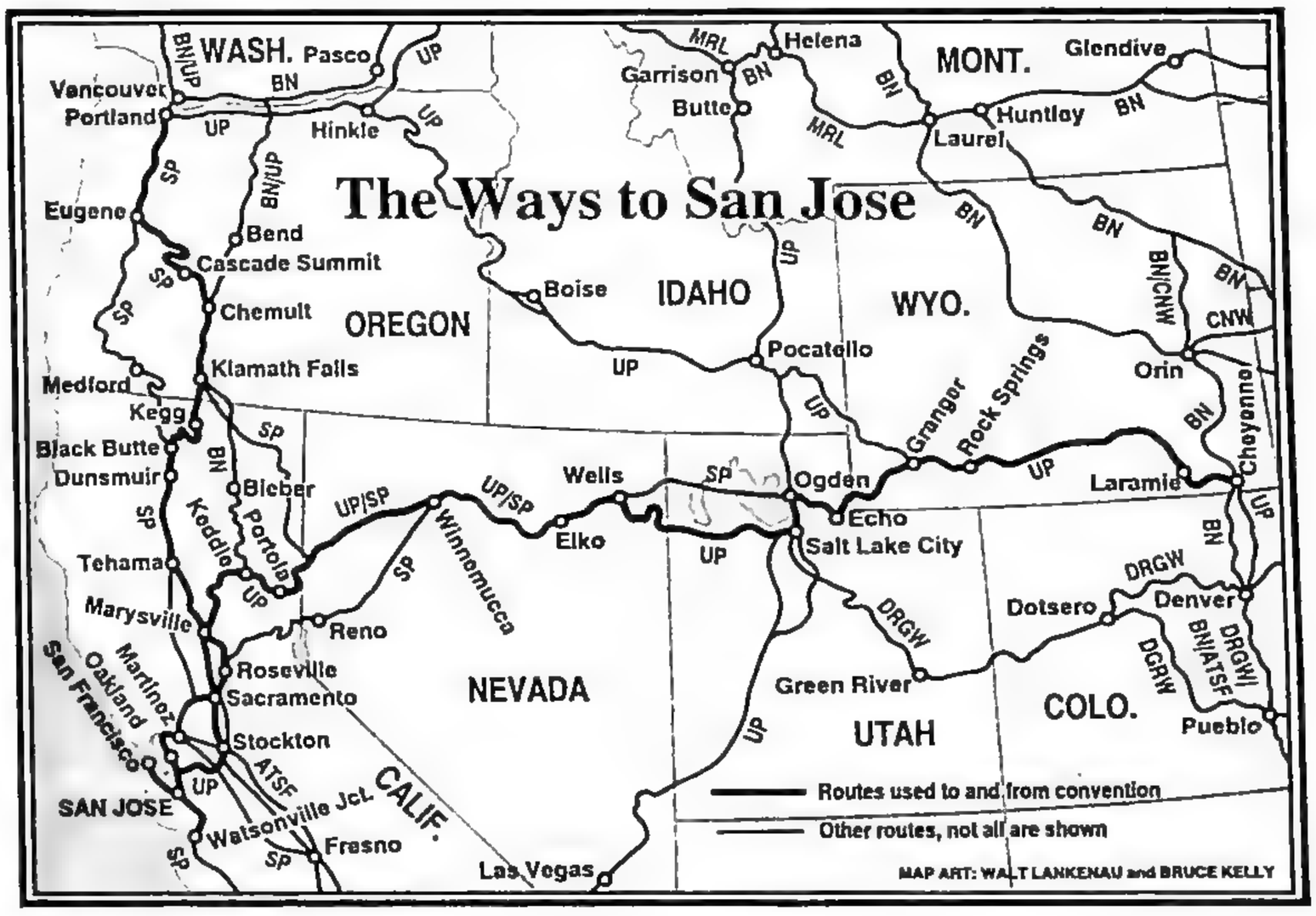
While I was in the meeting with Jerry, Steve Lee called to say that the insurance agency had sent the wrong policy to Omaha, and his instructions were that the *Pacific Limited* would not leave Cheyenne the next day (Saturday) unless the insurance was in place. Steve did not wait for me to call back when he got my answering machine. He kept calling until he found the right people, and by the time I called the insurance agency, they were sending a copy of the policy by fax to Omaha at about 3:00 p.m. Friday.

The *Daylight* train situation was resolved the following Monday in a short meeting in SP President Mike Mohan's office where the problem went away quickly.

Switching in San Jose

An operations plan was prepared covering each switching move in San Jose, including the four private cars that were arriving on three different trains. There were 13 switching moves and four wye moves not counting the movements for the Friday night photo session. Russ Danley, the SP San Jose day yardmaster, was given the operations plan along with a train layout for each trip. Russ saw that the trains were put together correctly each day, and he stayed to work with Jim Boyd and Jim Maurer on the moves for the night photo session. Russ put in some long hours and made my job much easier.

Meanwhile, mundane things like obtaining water meters (you don't just walk up to a fire hydrant and hook up in California in the middle of a drought), getting toilets drained on the *Daylight* cars and arranging fueling for generators on the private cars took up an increasing amount of time. My days were



running from 6:00 a.m. to midnight, as were the days for the trip managers. Lockheed had paid me the big bucks to do this before I retired — now I was doing it for nothing!

Feather River, here I come

I flew to Reno to ride the *Pacific Limited* from Portola to San Jose. On Saturday morning, July 18, there were over 300 *Pacific Limited* passengers waiting at the Sands Hotel in Reno for busses scheduled to leave at 7:00 to take us the 47 miles to Portola. Norm Holmes had asked me to oversee the bus loading so that he could attend to last minute operations details at Portola.

At 7:15, the high desert sun rose in the east with a hot red stare, but it was not staring at any busses. One of the FRRS bus hosts was sent to call the bus company while I announced the situation to the passengers. We found that the busses had been sent to the Nugget in Sparks, three miles away. Some passengers pooled their resources and hired five passenger taxi vans to get to Portola. By 8:00 a.m. the busses arrived, but there were only five 47-passenger busses for about 300 people, and standees were prohibited. My campaign to control bus costs was apparently too successful.

We got one more 20-passenger bus and put the rest of the passengers in hired taxi vans. Through it all, we left Portola an hour late at 10:00.

The usual 25-m.p.h. motorcade followed the train down the canyon, much to the disgust of the truckers and tourists who got caught in the pack. The 105-degree temperature at Oroville, where we made a service stop, took a lot out of Steve Lee and fireman Bob Krieger. There were some train management problems on this segment that threatened to dismember the *Pacific Limited* partnership, but some hand holding and lots of talking (after losing my cool once), kept things in check until the trip ended and a hot shower and a few cold beers put things in perspective.

On Sunday, I acted as train manager from Sacramento to San Jose. I was so busy that the impact of having our first train arrive didn't really set in.

It's really happening

On Monday, July 20, the *San Jose Daylight* arrived at San Jose's Cahill Street Station on its run from Portland, and it finally hit me. We were on the way, and everything seemed to be working! The sight of the 4449 slowly picking its way past the station with the smiling passengers on board had a real impact on me.

But there was no time for euphoria or self congratulations. The 4449 had to be met at the yards and given the water meter and shown which hydrant to use. The condition of the train had to be determined to be sure that all cars were usable. Doyle said that the 293, a 40-passenger coach in the consist, had a defective electrical system, so the air conditioner wasn't working. The Saturday trip to Sacramento was within about 50 seats of being sold out, so sales were cut off. If Doyle and the crew got the 293 working (they did) the passengers would have more room.

On Wednesday, the *Altamont Pass Limited* left UP's William Street Yard in San Jose ten minutes late. A GP35 pulled the train to the Milpitas yard where the 3985 took over, since the Challenger was too heavy for some of the bridges south of Milpitas. The 3985 hauled the 14-car train (three non-revenue cars had been removed) up narrow Niles Canyon, across the Livermore Valley and up to Altamont Pass. It was a week day, but there were lots of people lining the right-of-way to watch the train go past. Several photo stops were held at the selected locations before arrival at Stockton. Only one didn't work out too well because somebody put the sun in the wrong position.

At Stockton, a barbecue had been arranged in a tree-covered park one block from Stockton Tower where the passengers were unloaded to be greeted by the

CONVENTIONAL WISDOM

smell of ribs and chicken being cooked over a wood fire. The only problem was that the caterer could only handle *one* line, and we had over 500 people to feed, counting car hosts (he had said he'd have no problem serving 500 people, but he didn't realize that we meant 500 people all at once!). A quick check showed that it took about 15 seconds for one passenger to get food. At that rate, it would (and did) take over two hours to feed everyone. Steve's scheduled called for an hour and a half at Stockton. In addition, when the police sergeant who had said we could block the crossings for as long as we wanted saw the length of the train he said we could only block the crossings for only 15 minutes.

Turning the 3985 took a while because the turntable's air motor kept stalling. When Steve heard Train Manager Andy Morrison's calls to say, "Don't hurry, we have food problems," a few minor repairs were accomplished on the 3985. So everyone got fed, and the passengers had an opportunity to photograph the Stockton Tower action. If we had it to do over again, we would simply have box lunches handed out.

Norfolk Southern's Carl Jensen said that sometimes you just have to be lucky. We were also lucky because Stockton typically has [illegible] temperatures over 100 degrees, but the high this day was only 89 with the usual low humidity. More photo stops were made between Midway and Altamont on the return trip. Steve asked if all the planned photo runbys should be made since we were late, but I told him to do them all. The last one was considered outstanding by the passengers, since the sun was just right.

Some of the stops had the wind turbines from the many windmill farms in the area (this region grows windmills instead of trees). The photo stops made the train quite late at Niles Junction, where the Milpitas switcher was scheduled to drag the train down the San Jose branch. However, the crew went dead on the twelve-hour law, and the train had to wait for a relief crew. After the passengers were dropped at San Jose at 9:30 p.m., two and a half hours late, some of the car hosts stayed on the train to clean it. The switch crew took them on a back-and-forth tour of the line between San Jose and Milpitas, so around midnight the engine crew was persuaded to take them to Milpitas. The car hosts on that trip won't forget their midnight ride on a UP GP35. At Milpitas, they took taxis home. However, some of them were due to work the two trains on Thursday, so they went on short sleep.

Two-train Thursday

On Thursday, the *City of San Francisco*, powered by the 2472, left San Jose at 8:32 a.m., 17 minutes late, for a speed run on the commute line to San Francisco. A quick stop at San Carlos to pick up JPB's Jerry Kirzner was followed by a photo stop at Millbrae. The train arrived at San Francisco on time, with the 2472 touching 60 m.p.h. once or twice.

The 3985-powered *City of Oakland* didn't do as well. The passenger cars arrived in San Jose from the Milpitas yard at 8:34 for an 8:15 a.m. departure. It was 8:55 before we left San Jose. It took another hour to change engines at Milpitas and get under way. Steve Lee decided to skip the photo stops we had picked because the UP had been threatened with citations by some of the police departments along the way if we stopped the train and caused traffic jams. In addition, we had to time our arrival to meet the chartered ferry, or that arrangement could come apart. By skipping the photo stop, however, arrival at Oakland's Jack London square was right on time at 11:20, allowing the passengers time to get pictures of the 3985 and its train in the middle of Third Street. The people who had come to the local restaurants for lunch really had something to talk about for the afternoon.

The boat ride across the bay on the *Empress Hornblower* was perfect, because we had bright sunshine and a

temperature of about 75 degrees where a typical July would have had fog, wind and a temperature of 60 or less.

The 2472 and train were watered and wyed in San Francisco, and the trip back to San Jose was highlighted by a photo stop in a nice, bright low sun in what had been SP's Bayshore Yard. Both trains got back to San Jose close to on time.

There were no rail operations on Friday, and the break was fortunate. There were still fires to fight, including the Watsonville Junction wye issue. SP people told us that a crew was working on the wye at that very minute.

Jim Boyd arrived from New Jersey early Friday afternoon and spent most of the day scouting out the night photo session in the SP's Santa Clara yard where the 4449 and 2472 were being kept. Jim coordinated with SP yardmaster Russ Danley to work three shots using both locomotives and a string of freight cars. The equipment was spotted just before dark, and the photo session — which began at 11:00 p.m. following the NRHS annual banquet — involved moving only the 4449 to vary the shots. The participants were brought out to the site by bus from the headquarters hotel downtown.

Weekend action

On Saturday the 4449 took the 15-car *Senator* to Sacramento. The 7:30 a.m. departure from San Jose was set so we could have enough schedule slack to have at least one photo stop on the busy line east of Oakland. A fine photo runby was made at Pinole, with San Pablo Bay in the background. The sun was just peeking through the morning fog, so lighting was good but not great. The cool, moist air produced a great mixture of steam and smoke from the 4449's exhaust.

Arrival at Sacramento was ten minutes early because the second photo stop, planned for Fairfield, was skipped to keep from delaying Amtrak's eastbound No.6, the *California Zephyr*. However, the Sacramento switch engine was late coming for the train, so it left the station after a 30 minute wait. Departure from Sacramento was at 6:40 p.m., 30 minutes late due to delays in loading two handicapped passengers followed by a wait for the drawbridge over the Sacramento River.

The photo stop at Milepost 81.1 was bypassed because it was at an absolute block (where we couldn't stop without the dispatcher's approval) and we would delay an eastbound freight which was coming off the double track. In addition, the location I had selected already had about 50 people there, so we wouldn't have had room for the passengers. The pilot engineer in the cab recommended a spot a few miles down the line, just short of Davis. The sun was right, but footing was not the best. However, no one got hurt.

The second westbound photo stop at Point Pinole was skipped because the light was poor when we got there. After easing through the street trackage in Oakland's Jack London Square, we got some fast running around the tip of the bay in the cool night air. Arrival at San Jose was at 11:19 p.m., an hour and 20 minutes late.

Sunday, July 26th, was getaway day for the *Pacific Limited* and the finale for the convention. The trip to Watsonville Junction was only 107 miles round trip, but this was dictated by operational realities as Watsonville Junction has the only turning facility that was available to us on the Coast Division. The 2472 doubleheaded with the 4449, and the *Daylight* train left San Jose only a few minutes late under a thick overcast. Photo runbys were held at Aromas in both directions. Planned photo stops in the Watsonville Junction yards were skipped because train manager Don Douglas knew we were falling behind schedule and he had no idea what to expect in the wyeing operation.

Because of concerns about the tight curvature (22 degrees) on portions of the Watsonville Junction wye, an SP GP9 (number 3339, no less) took the 15-car train around first, followed by the 2472. The rails had been greased, and the Geep experienced a lot of difficulty trying to get around the wye. The 4449 was then eased around with a great deal of creaking and groaning.

The 2472 took water with the help of the local fire department, and soon passengers were boarded and the train was on its way back to San Jose. To the passengers' delight, the clouds had burned off at Watsonville Junction, and the rest of the trip — including the photo runby at Aromas — was under brilliant sunshine.

The UP heads home

Meanwhile, the *Pacific Limited* left San Jose an hour behind schedule because of a late arrival of the train at the William Street Yard. Apparently, the problem was due to a shift change for the crews. I should have changed the departure point to Milpitas when I found that the 3985 could not go into San Jose, but we stayed with the San Jose location to accommodate the rare mileage folks and to reduce the bus costs. There were two good photo stops en route, and arrival at Sacramento was about 4:30, a little over an hour late.

Steve Lee had requested an SD60M facing east as his helper for the next day's run to Portola. Instead, we were greeted by a rather tired-looking C30-7, the 2412, facing west. Steve was less than enthusiastic about the 2412, and when we arrived at the yard the next morning for an 8:00 a.m. departure the 2412 was being swapped for the eastward facing Dash 8-40CW 9416. The diesel would be needed in the Feather River Canyon for two reasons: The long climb up the canyon would run the 3985 out of fuel oil and would make the numerous tunnels (including the notorious 7300-foot Spring Garden hole) a living hell.

The Canyon from the cab

All of this convention work is not without its rewards. After a fast trip to Oroville, I replaced Ed Graham in the cab. The engine was watered, courtesy of the Oroville Fire Department and Central Coast member Neil Carlson, who made all the arrangements. Meanwhile, lunches were put on board by the Depot Restaurant staff, and at 10:45, we were on our way, only 40 minutes late.

JIM BOYD

WHY IS THIS MAN SMILING?
Convention Rail Operations Manager Hal Lewis with the 4449 at Sacramento on July 25 finally begins to realize that the convention is running smoothly.

The 3985 did most of the work until we reached the curving 2400-foot tunnel at James. The pilot conductor had given each of us a rag with instructions to wet and breathe through it as we went into the longer tunnels. This helped some, but it was still hot and smoky and hard to breathe, even though Steve eased off and let the diesel shove us through.

We had an unscheduled photo stop east of Elsey after we paused to check for sticking brakes on one of the cars. When we passed the location that had originally been picked, there were about

30 chasers waiting. Somebody had let the word out.

Bob Krieger kept about 250 pounds of pressure in the 3985, even though it carries 280. The sound of the double exhaust and booming steamboat whistle announced our passage to the many chasers, tourists in the canyon and residents who knew we were coming. Everywhere, we were greeted with smiles and enthusiastic waves. At Poe, in a classic Feather River Canyon setting, we went in the hole for a westbound grain train, with a Dash 8-40C in the lead. The heavily wooded mountains peaked 3000 feet above us and came together in the Feather River below us. The tracks snaked back and forth on curves as sharp as ten degrees, causing the wheels of the loaded grain hoppers to squeal in continuing protest.

Soon we were under way again, with 3985's whistle echoing across the narrow canyon. At Pulga, the chasers were able to pace us again past the house-sized boulders in the riverbed. The immediate thought when you see those huge rocks is, "Those things came down the mountain to get here." Then your eyes automatically scan the slopes.

Meanwhile, the 3985's exhaust commanded attention as it articulated its way up the never ending grade at the 25 m.p.h. track speed, a limit that would hold for 60 miles. The 8856-foot Tunnel 8 was truly a gasser. Despite breathing through the wet cloth, the four minutes in the tunnel subjected us to intense heat from the firebox and left very little air to breathe. I can't imagine going through that tunnel in a Western Pacific 2-8-8-2 at 20 m.p.h. with no diesel to help push.

The 3985 rolled its train onto the east leg of the famous Keddie Wye after ducking through the short Tunnel 32. We slogged past Quincy Junction where the hot weather we felt had in the lower part of the canyon was not as bad since our altitude was now over 3500 feet. Williams Loop was populated with the chasers who had not stopped at Keddie Wye. We choked our way through the 7344-foot long Spring Garden Tunnel, still on a 1% grade, with Steve Lee holding the 3985 at 25 m.p.h. and Bob Krieger trading water, fire and boiler pressure, which now dipped to 235 pounds at times.

We stopped near Two Rivers, well below the highway, for another photo stop. Nevertheless, some chasers had gotten to the location, and several were standing waist deep in the Middle Fork of the Feather River to get a clear shot of the train. Steve gave the crowd a double runpast through the spectacular canyon scene.

After we left and swept through Blairsden and across the Clio Bridge, Steve noticed that we were well ahead of schedule. I proposed another photo stop. Steve described our requirements to the pilot, who thought for a minute and suggested a location. There was not a lot of room for the trainload of passengers, but train manager Andy Morrison did a tight pack and managed to get nearly everyone a good shot. Steve did another double runby. After reloading we arrived in Portola just about on time. The 3985's tender had about 20 inches of fuel oil left — not a lot. We had a surplus of busses, an over-reaction on my part after the problems we had going west.

While we were making our run up the canyon, the 4449 and *Daylight* train were departing San Jose for the return to Portland. Because of McCormack's arrangement with the SP, the *Daylight* train was not the responsibility of the convention committee and pretty well took care of itself from our standpoint. Thus, our operations people could concentrate on the *Pacific Limited*.

On to Cheyenne

On Tuesday, July 28, the dispatcher held us at Portola for two hours waiting for an endless stream of westbounds. Once we got started, we were treated to some fine photo stops that had been scouted and marked by Wayne Monger of FRRS. The location he selected in Palisades Canyon on Wednesday may have been the best of the trip, with the 3985 coming out of a short rock tunnel in perfect sunlight.

The Thursday segment from Elko across the Bonneville Salt Flats to Salt Lake City was relatively incident free except for a stretch of 10 m.p.h. running at Spruce siding while the crew looked for a broken rail that had been reported by a westbound. I was acting as train manager and called the cab on the radio, asking for the "3985 rail detector engine." Fireman Lynn Nystrom thought this was hilarious, but I don't think Steve did.

The 3985 laid over in Salt Lake City, giving the crew a well deserved day of rest before they did a turn to Cache Junction. On Sunday, the *Pacific Limited* resumed its journey to Cheyenne with very low ridership (less than 50 passengers from Rock Springs to Cheyenne).

Epilogue

The 1992 NRHS convention in San Jose was a major undertaking by any standards. Getting three locomotives together (one coming 1450 miles and another 750 miles) required planning, sales and marketing, logistics and operations activity. The convention taxed the resources of the Central Coast Chapter, even though it brought our membership from a little over 200 to about 450. Unfortunately, many of these newcomers were too late to be of much help, although a lot of them were used as car hosts. Steve Lee, Mike Mangini and Doyle McCormack were always willing to talk with me, and their suggestions really improved our operations plans and helped save money.

Support from the railroads was generally outstanding. Many people from the SP, UP and Amtrak anticipated some of our needs before we did and kept potential problems from ever affecting us. The lesson here is that convention or trip planners must start their dialogue with the railroads as early as possible. Trip planners should understand the limits set by the railroads and operate within those limits. Once credibility is established and railroad officials understand that you are not unreasonable "foamers" they will work with you and try to bend their limits where they can.

CONVENTIONAL WISDOM

The NRHS National Convention Committee also provided valuable help and advice, but they should compile a data bank of helpful information such as: (1) Planning guidance, including costing and contingency preparation and train scheduling. (2) How to select photo stop locations. (3) Train management, including training of car hosts. (4) A directory of private cars with high density seating. (5) Estimating concession sales (try 1.3 soft drinks per passenger and about ¾ lbs. of coffee per hundred passengers) and data on histories of sales of items such as shirts, caps and such. (6) A chart showing typical sales versus elapsed time for past conventions which will allow convention planners to understand whether or not they are in financial trouble at any given point in time. (7) How to work with local officials and prepare an operations plan if one is needed.

The National Convention Committee cannot do this sort of thing unless the executive committee gives them the charter and the necessary resources.

The NRHS also needs to consider establishing a position against carrying physically handicapped passengers who are in wheelchairs. Most trainsets such as the *Daylight* and UP equipment are exempt from the requirement for wheelchair access, and few loading locations have wheelchair handling equipment. This means that car hosts must (and did) lift passengers and their wheelchairs to and from the trains (and sometimes across tracks), endangering the handicapped passenger and endangering the hosts physically and legally. This may sound mean-spirited, but in today's legal environment this position

must considered

There needs to be a clear understanding that hosting an NRHS convention, especially in the West, is a complex and risky effort. As a result, the whole concept of conventions with extensive steam operations is open to question. The 1992 convention, the *Pacific Limited* and the *San Jose Daylight* all made a profit, as they should. The value of the convention and the ferry trips was about $900,000. This is a considerable financial risk which could have resulted in a disaster if there had been a rail strike.

These are volunteer efforts, but the host organizations should benefit financially so that they can become healthy enough to take on future trips and perhaps nurture local restoration efforts such as our local Golden Gate Railroad Museum, which supports the 2472.

Joint conventions between major railfan organizations such as the NRHS, R&LHS and RRE may be necessary to obtain the financial and staff resources necessary to host such an event. In effect, I am suggesting that the executive committee of the NRHS should be looking at the convention of the future and making suggestions for consideration by the chapters. Was the complexity of the 1992 convention an aberration or is it a view of the future? This could be the subject of a seminar at the next convention.

Where will the high capacity coaches for the 1999 NRHS convention come from? This is a major issue in view of the gradual deterioration of many of the cars in use today. Should the NRHS assess each chapter a nominal yearly fee to procure and refurbish high seating capacity coaches for use in future conventions? In addition, a liability-free method needs to be found to have chasers contribute to support of the trips. This, too, might be the subject of a future convention seminar.

Another aspect of convention management that contributed greatly to our success was the willingness of chapter president Steve Ferrari to delegate responsibility for the convention to chairman Ed Graham, who, in turn, delegated to his managers/directors so that we could do our jobs without playing "father may I." In order to keep everyone informed, there were regular meetings to revue status and look at major issues that needed highlighting to Ed and Steve. Some of us regularly published written reports of important telephone conversations and significant discussions and decisions.

We made some mistakes in planning and executing the convention rail operations and the *Pacific Limited* trips, and most of them were mine. However, only one, open seating on all the cars, was such that it led to dissatisfied customers. We took this approach on the *Pacific Limited* and the convention trains because we found during the 1991 *Canyon Express* trip that assigning people to cars broke up some groups, and the added reservation effort was significant. However, it was evident that passengers felt more comfortable if they knew they had an assigned car. In addition, with sellouts, assigned cars would keep passengers more evenly distributed throughout the train.

The results of most of the recent NRHS conventions show that large meets such as these can be successfully accomplished as long as the host organizations understand what they are getting into and approach the effort as a business venture requiring business planning and management. Another poorly planned or executed convention like "Garden State '88" could alter the future of these large events. (Simply making big and elaborate plans does not guarantee results. The operationally and financially disastrous "Garden State '88" convention in New Jersey, headed by a chairman capable of incredible self-delusion and backed up by almost no business sense, nearly bankrupted the Tri-State Chapter and almost fatally crippled it as a functioning social organization. Associate Editor Mike Del Vecchio became president of Tri-State in January 1993 and is putting forth a major effort to breathe new life into a chapter still suffering from the effects of that convention — J.B.)

Finally, attendees should understand that few of the people putting these events on are professional railroaders. Host chapters are accepting major financial risks, and pricing tickets in today's environment is, at best, a crapshoot. Rail operations planning is done in the presence of many restraints, so every fan's desires for train configuration, destinations, times or attention to historical accuracy simply cannot be met. In other words, we are amateurs, we have lots of constraints, and we can't please everyone. Through it all, we at Central Coast, as well as the *Pacific Limited* Group, feel we met our objectives of staging a safe, enjoyable and financially successful convention that left the host railroads and convention attendees happy. It doesn't get much better than that.

HAL LEWIS

THE REWARDS OF A JOB well done include a sense of accomplishment — and maybe a cab ride in the Challenger up Feather River Canyon. Here the 3985 on the eastbound *Pacific Limited* is in the siding at Poe to meet Extra 9223 West.

Filming "*The Fugitive*"

by Grant Geist and Jim Wrinn

TWO PHOTOS GRANT GEIST

During late February 1993 the Great Smoky Mountains Railway in western North Carolina became a movie set for Warner Brothers' "*The Fugitive*," a feature-length motion picture production of the 1960s television series of the same name. The original series aired between 1963 and 1966 on ABC and starred the late David Janssen as Dr. Richard Kimball, who was wrongly accused of killing his wife. Escaping from authorities when his train derailed, Dr. Kimball in each episode constantly eluded recapture by police Lt. Philip Gerard while pursuing the real killer, a one-armed man. In the final 1966 episode, Dr. Kimball finally caught the killer and was cleared of charges — that show pulled a 72% share of all TV viewers, a record for that time.

A COLLISION between a prison bus and a train begins the story of "*The Fugitive*," and the movie bus (**below**) and U18B (**above**) were at Dillsboro, N.C., on February 23, 1993.

The train wreck will be a significant part of the movie, and the wreck and related footage was shot on the Great Smoky Mountains Railway — most of the remaining footage is being shot in the Chicago area. The movie will star Harrison Ford as Dr. Kimball, Tommy Lee Jones as Lt. Gerard and Nick Searcy as a redneck cop.

This being Great Smoky Mountains' first feature film, the railroad went to great lengths to put on a dramatic show. The line purchased two locomotives for the movie: former-Norfolk Southern (N&W) GP30 536 from Roanoke-based scrapper Cycle Systems, and former CSX U18B 1901 (SCL 301) from the dead line in Waycross, Georgia. Both inoperative units and GSMR's own GP7 777 (ex-UP 274) were repainted into a striking red and gray livery, designed by Warner Brothers, for the fictitious "Illinois Southern." In addition to the locomotives, several retired boxcars and a hopper car were purchased as "props" to be wrecked, and a GSMR flatcar was converted into a log car while another was made into a replica of a road slug — perhaps the first time a lowly slug has made it into a movie. Actual filming was done between February 15 and March 7, 1993, and most of the railroad footage took place at night.

There will be two train "incidents" in the movie. In one, the U18B-slug-GP7 consist crashed into an "Illinois Department of Corrections" bus which resulted in the U-boat's nose being bent and charred, and the bus was nearly bent in half. In the other wreck, the GP30 and the string of freight cars made ready for the movie were sent crashing into a siding where the high-hood unit buried itself into an embankment.

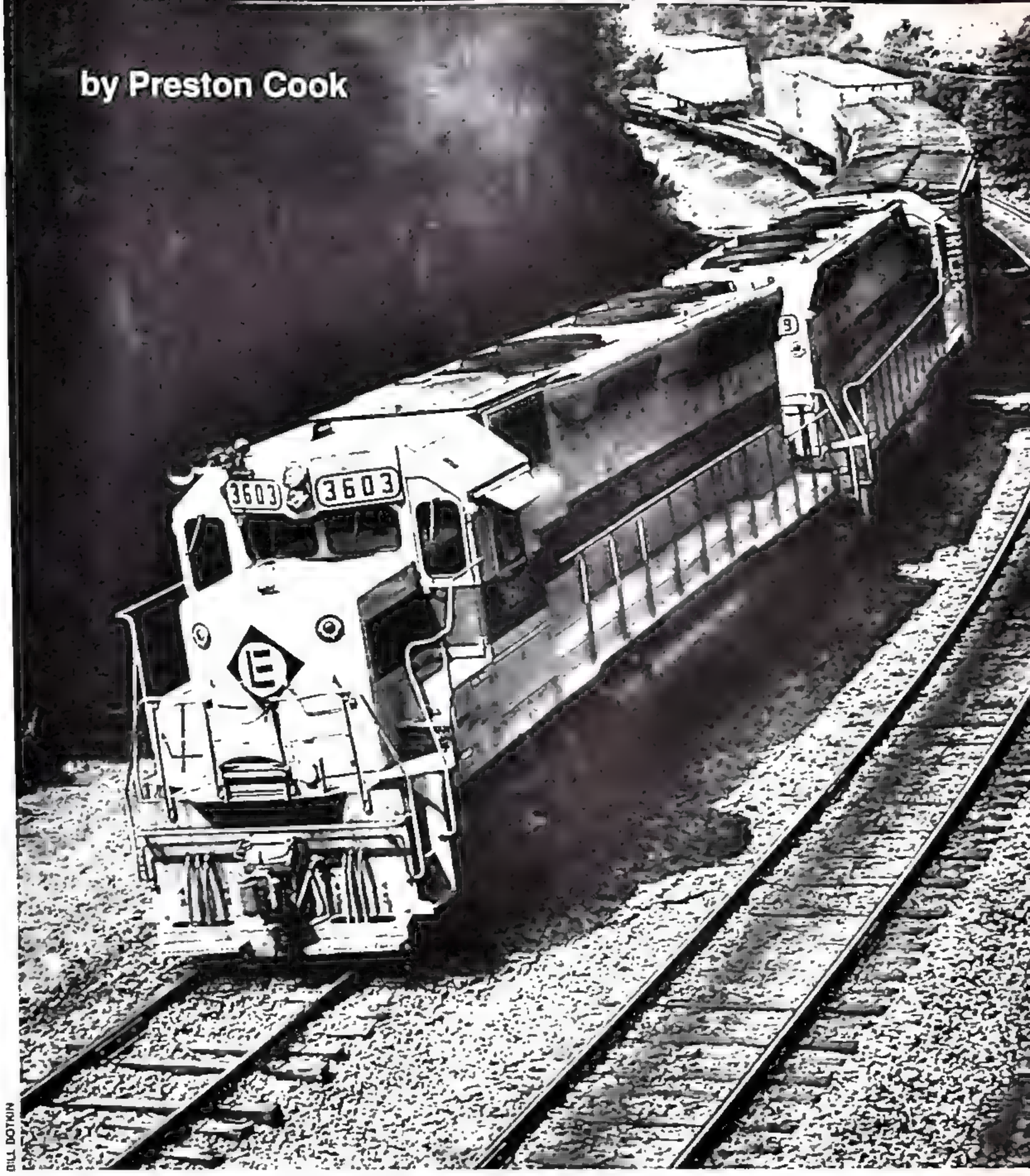
Great Smoky Mountains' employees performed all of the actual moving of equipment, most of which took place on a spur near Dillsboro built specifically for the filming. Most of the wrecks were staged, with equipment later being placed by a crane to desirable positions. Safety officers were present from both the GSMR and Warner Brothers during all wreck scenes and pyrotechnics, as was the local fire department. Parts of "*The Fugitive*" were still being filmed in Illinois at press time, and the film is expected to be in theaters by September 1993.

In all, the Warner Brothers' crew left a good and professional impression with the Great Smoky Mountains Railway, which is still removing trees and snow from the recent blizzard. The GMSR is a 67-mile freight-hauling short line from Dillsboro to Murphy, N.C., once part of the Southern Railway's famous

(Continued on page 73)

PAI TWO: The Glory Years

by Preston Cook



AUTHOR PRESTON COOK got his first-hand experience with SD45s during the early 1970s when he was an EMD district engineer assigned to the Erie Lackawanna. In August 1970, two of his charges were assaulting Black Rock Cut above Port Jervis, N.Y.

Back in 1972, a long line of elderly EMD F-units and Alco switchers slowly rusted away outside the Erie Lackawanna's diesel shop in Marion, Ohio. Carbody doors creaked on their hinges as the wind blew through the empty cabs and cold engine compartments of locomotives that had served the railroad long and well. All veterans of 20 or more years on the Erie, DL&W and EL, they waited for their final trip west to EMD and Pielet Brothers scrap yard. They were the losers in an ongoing battle to reduce operating costs and maintenance expenses — and every two of them which left the property would be replaced by a single new locomotive.

The introduction of the 3600-horsepower SD45 began a trend toward fleet size reduction which has continued for more than 25 years. The principal advantage of the big six-axle units was their ability to replace first generation power on almost a one-for-two basis, thereby reducing the size of the locomotive fleet and cutting maintenance expenses.

Customers were interested in buying SD45s virtually from the moment of their introduction, but the first production SD45 was not delivered until May of 1966, and only 232 of the 3600-h.p. units were sold in that year, compared with 379 of the 3000-h.p. SD40s.

The first SD45s

If you look through an *Electro-Motive Product Reference Data* book from the 1970s, you will find an interesting entry under the Illinois Central or ICG listings. Following dozens of GP40s and SD40s, a single unit entry reading "SD45 — Total 1, Order Number 5696, Locomotive Number 7000, Delivered 9-69" identifies the first SD45 built, formerly Electro-Motive demonstrator 4351, Serial Number 31693, completed in December 1965. This blue and white locomotive served as the workhorse for much of the engineering testing of the SD45 and was retained by EMD for several years after its two sister demonstrators 4352 and 4353 (also built on Order 5696 in January 1966) were sold off to the Delaware & Hudson as their 802 and 803 in 1967. The fourth SD45 demonstrator was EMD 4354, built on Order 32462 in June 1966, which eventually became D&H 801. While the first three demonstrators had the distinctive "L"-shaped windshield, the 4354 had the conventional three-piece windshield.

The demonstrators contained a lot of experimental and "bread board" wiring, and before delivery to the D&H the three were sent to Northern Maine Junction where the Bangor & Aroostook, acting as a contract shop for EMD, installed new standard electrical cabinets.

The first EMDs on the otherwise all-Alco D&H, the three SD45s' smooth turbocharged sound won them the nickname "Hummingbirds." In 1970 the trio was traded to the Erie Lackawanna for three GE U33Cs but returned to the D&H in 1976. Two years later they were sold to Mexico, where they reside today. The ICG 7000, prototype 4351, was scrapped in June 1987.

Built to order

EMD offered an extensive list of optional equipment for the 1966 Line models. They called these choices "EDL"

SD45
EMD'S MUSCLE MACHINE

SD45
EMD'S MUSCLE MACHINE

items, standing for "Exception Drawing List." This was because a special listing of the items added or deleted had to be developed for each locomotive order.

A number of railroads selected unusual equipment which made their SD45s particularly distinctive. The most visually obvious option was the high short hood, which only the Norfolk & Western and Southern Railway chose to order (both were set up long hood forward, but the N&W had dual controls while the Southerns had single control stands).

The EMD specification for the basic SD45 defined the unit as being without dynamic brakes. Two different dynamic brake packages were offered: standard and extended range. Standard dynamic brakes begin to "fade" below 25 m.p.h., as motor r.p.m. diminishes. The extended range dynamics used "Grid Shorting Contactors" to selectively cut out segments of the resistance grids to maintain the effectiveness of the brakes down to lower speeds (about 9 m.p.h.). All SD45s delivered were equipped with some form of dynamic brakes, except for those bought by the Chicago & North Western. Both orders of C&NW SD45s had a distinctive appearance resulting from the lack of the dynamic brake blister ahead of the flared radiator housings. The C&NW SD45s had one other unusual option, the round "gong" type bell on the nose.

The "L"-shaped engineer's windshield introduced on the first three demonstrators was purchased on SD45s by only the Southern Pacific and Frisco (and on some GP40s by the IC). A more widely accepted option was the winterization hatch, which covered one cooling fan and diverted radiator-heated air to warm the engine compartment in cold weather.

There was a wide range of options which were somewhat less evident from the outside. For example, many SD45s for N&W and the Erie Lackawanna were equipped with dual control stands. These were two totally duplicative control installations facing either end of the locomotive, one on each side of the cab, which worked independently from one another. The crew had to "set up" to operate from one side of the cab or the other, which required energizing the proper control switches and setting the air brake selector valve.

A more unusual option was the "duplex" control stand, which allowed the controls of both sides of the cab to work in unison. This stand was an ungainly mechanical monster which filled the center portion of the cab like a huge box. It had one set of "real" controls that were linked mechanically through levers inside the box to another set of handles on the other side. When you moved the throttle on one side, the mechanically-linked handle would move on the other.

Since the control box took up so much of the cab floor space, the front wall of the cab was pushed out five inches further over the short hood than normal to provide walking space inside. The only SD45s with this feature were the Reading's, although it was also fitted to PRSL GP38s and some GN SW1500s.

Keep it down

The 1966 Line road locomotives could be built with a "low profile" package, designed to reduce their overall height. This option included cooling and dynamic brake fans with lower cowlings than was standard and a central air compartment hatch which was also lower and flatter. In addition, the air horns could be mounted lower, and some of the shims in the suspension were eliminated in order to have the truck frames ride lower over the journals.

The passenger '45

In 1966 EMD felt that a market still existed for passenger locomotives, and passenger service variants of both the SD45 and the SD40 were offered. The SDP45 provided a steam generator for train heating and could be fitted with a diesel generator for HEP in place of the steam unit if required. The SDP45 required a larger total tank capacity than the SD45 in order to carry enough fuel and water for the steam generator in addition to fuel for the diesel engine. A total tank capacity of 4950 gallons for fuel and water was available under the frame, with space for an additional 700 gallon water tank on the rear of the machinery platform between the air compressor and the Number 2 electrical cabinet.

JIM BOYD

PRR 6120 BEING DELIVERED AT CHICAGO IN NOVEMBER 1966.

High horsepower passenger diesels potentially offered advantages similar to their freight relatives in reducing the number of locomotives needed for a particular service. This was especially true in commuter service and on mountainous Western railroads where their high tractive effort could be of great advantage. However, their range was dependent of fuel and water capacity, and in order to achieve real operating economy, stops for fuel and water had to be limited. Because horsepower relates directly to speed when pulling relatively light passenger equipment, in order to really be able to do the work of two 1800-horsepower locomotives in passenger service, an SDP45 had to carry twice as much fuel and twice as much water as the less powerful locomotives.

The only SDP45s intended for passenger service were sold in early 1967 to the Great Northern (eight units) and Southern Pacific (ten units). The GN units joined six SDP40s delivered a year earlier and went right to work on the illustrious *Empire Builder* and other trains. The SP units similarly went into service on the premier long-distance trains. Following the creation of Amtrak in 1971, the GN's SDP40s and SDP45s ultimately went into freight service, while the SP SDP45s wound up replacing FM Train Masters on the Peninsula commute service.

One customer's varied fleet

The fleet of 45 series locomotives acquired by the Erie Lackawanna provided an interesting combination of special features and order variations of the SD45s, SDP45s and SD45-2s. All of the Erie Lackawanna units were fitted with the low profile package. The railroad's first order of SD45s (3601-3620, June 1967), were fairly conventional single control stand units. Their subsequent SD45 order for units 3621 through 3634 (May 1968) was influenced by the N&W-controlled Dereco holding company and was fitted with low noses but dual control stands.

The Erie Lackawanna found that the 4000-gallon fuel capacity of the SD45 was not adequate to consistently run from New York to Chicago with a UPS van train and then complete transfer within the Chicago terminal district. They bought modified SDP45s (3635-3653, May 1969) in order to gain an additional 1000 gallons of fuel capacity.

This first order for freight-only SDP45 variants was fitted with dual control stands. By the time the next order for SDP45s was filed, the financing had shifted from Dereco to a private bank and units 3654 through 3668 were built in July 1970 with single control stands and, a first for EL, snowplow

THE VERY FIRST SD45, EMD demonstrator 4351, was on its first venture out of the La Grange plant on March 23, 1966, when it was teamed up with SD40 prototype 434 and GP40 prototype 433A for testing on the Chicago Great Western near Sycamore, Illinois. Although it was in Santa Fe colors, the 434 became GM&O 950, and the black 433A became Illinois Central 3075, joining the 4351, which was sold to the IC as its only SD45, 7000. The 7000 paused outside Corinth, Mississippi, en route to Birmingham in April 1974 (**below**) with a typical Illinois Central Gulf lash-up. The 7000 was sold by the ICG to Pielet Brothers for scrap in June 1987.

TWO EKTACHROMES JIM BOYD

EKTACHROME JIM BOYD

EKTACHROME BOB BAHRS

DELAWARE & HUDSON bought SD45 demonstrators 4352-54 in 1967, and EMD [illegible]ew standard electrical cabinets installed by the Bangor & Aroostook at Northern Maine Junction, where D&H 802 (EMD 4352) was photographed in May 1968. In March 1969 the trio was swapped to the EL for three U33Cs, and EL 803 (EMD 4353) was photographed on BS-4 on the old DL&W (**left**) at Hop Bottom, Pa., on September 28, 1975. In 1976 they were returned to the D&H and were given a hasty repaint with D&H blue replacing the EL maroon, as shown (**below**) on the 801 (EMD 4354) at Mechanicville, N.Y., in June of 1976.

pilots. The final 45 series acquisitions were thirteen SD45-2s (3669-3681) units delivered in October 1972, which were specially fitted with 5000 gallon fuel tanks, included the low profile package and had single control stands. In the middle of all of this, in March 1969 the EL arranged an exchange with the Delaware & Hudson which brought them the three ex-EMD demonstrators (D&H 801-803), none of which had the low profile package, and all of which differed slightly from each other in appearance and fittings.

In a purely technical sense, the EL SDP45 units really weren't an SDP45 because they deleted the steam generator which was the reason for the model existing in the first place. This later caused Electro-Motive a great deal of worry when Amtrak expressed some interest in 3600-horsepower units during the development of the SDP40 program. Under the "voluntary" wage and price guidelines adopted during the Nixon Administration, the Erie Lackawanna's freight-only units could have influenced the pricing basis for the

EKTACHROME JIM BOYD

nately for EMD, Amtrak eventually settled on 3000 horsepower, making the SDP40F a "modification" of the SDP40 and avoiding entanglement in the government pricing regulations. EMD subsequently reclassified the Erie Lackawanna units as "SD45M" models in the mid-1970s.

Sales totals

The greatest production of the SD45 and SDP45 occurred during their first four years, between 1966 and 1969, with the production trend turning definitely downward during 1970 and 1971. Yearly totals from EMD product reference data are shown below. Keep in mind that these totals were often based on delivery dates to customers, not on build dates.

Year	SD45	SDP45	SD40
1966	232	none	379
1967	318	18	53
1968	249	none	44
1969	260	19	81
1970	103	15	117
1971	98	none	180
1972			20

During 1966, SD45s were sold to the Atlantic Coast Line, Santa Fe, GN, NP, N&W, Pennsy and SP, while in 1967 they went to the C&NW, Rio Grande, EL, Reading, Southern and Frisco and were reordered by the GN, N&W, NP, Pennsy and SP (the 1967 SDP45s were SP and GN). In 1968 new buyers were the Milwaukee Road and UP, with repeat orders for ACL's successor Seaboard Coast Line, Rio Grande, GN, NP, Pennsy (and by virtue of merger, Penn Central), Frisco and SP (with some assigned to the Cotton Belt). The SDP45s listed for 1969 and 1970 were the EL freight versions. From 1969 to the end of production in 1971, all SD45s were sold on repeat orders, with Southern Pacific and Cotton Belt purchasing in every calendar year and amassing the largest fleet of "pure" SD45s: 357 units.

The SD45 arrived on the scene just before "Merger-Mania" reached full force, and this resulted in a number of short-lived images. Pennsylvania Railroad SD45s were quickly folded into Penn Central (and the last five were delivered in PC lettering), and the GN and NP SD45s were incorporated into the Burlington Northern in 1970 — and the CB&Q SD45s were even delivered in the first green and white BN livery, but when the merger was delayed, the "NORTHERN" was omitted from the lettering and no BN herald was applied. SD45s were also delivered to the ACL and post-merger SCL.

Over the quarter century between their introduction and the early 1990s, the SD45s saw a lot of merger image changes. Southerns and N&Ws became

SD45

EMD'S MUSCLE MACHINE

Norfolk Southern and Friscos became BN. The PC, EL and Reading became Conrail. The only SD45s still running under the banners of their original owners into the 1990s were the Santa Fe, SP, C&NW and Rio Grande.

The FP45

The concept of an enclosed carbody for passenger locomotives had been popular with the manufacturers ever since the diesels began displacing steam locomotives in the late 1930s. The ability to walk through the entire locomotive consist was recognized as being highly desirable. In long distance passenger service, where stops were infrequent, a fully enclosed carbody made it possible to tend the diesel prime movers and the steam generators in trailing units with little concern for the speed of the train or the outside weather conditions.

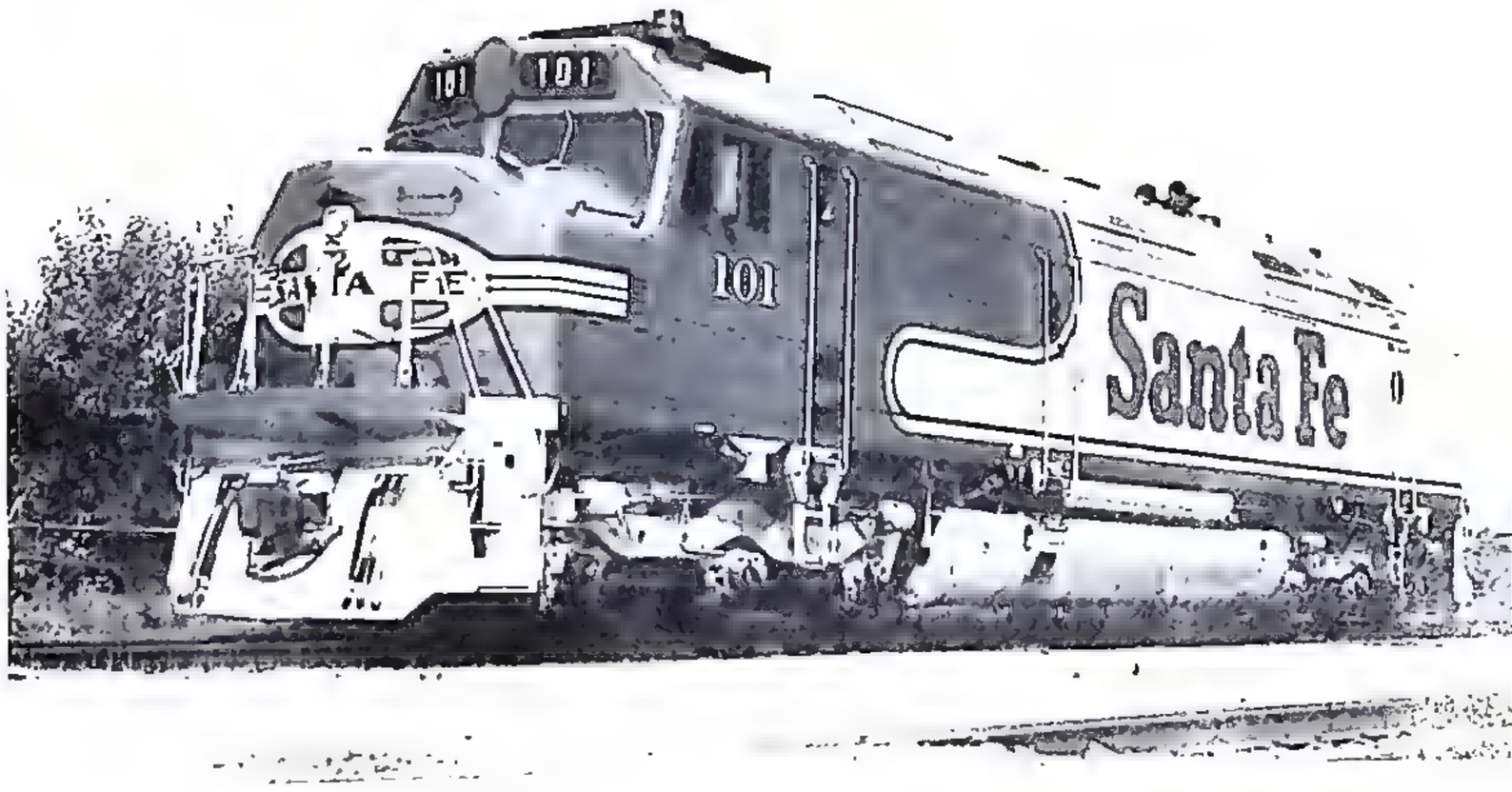
Geeps had been equipped with boilers for passenger service since the early 1950s, and the design basis for the SDP45 hood unit was simply an SD45 with the frame extended to accommodate the steam generator and additional water tank capacity. This was the simplest and the most cost effective approach to building a passenger locomotive in the 1960s, but it wasn't necessarily the best technology for the application.

A fully enclosed version of the SDP45 offered considerable advantages for railroads willing to spend the additional money for the features, and EMD found such a customer in the Santa Fe, which was seeking to replace elderly F-units on its long distance passenger trains. Not only did the Santa Fe have an ideal situation for a fully enclosed locomotive, with operations through difficult Western desert and mountains, but the railroad also had a large enough fleet of passenger power to make the development of a full-width carbody version of the SDP45 economically attractive to EMD.

The FP45 design used the SDP45 machinery package but added a full-width cab with a full width structural hood over the machinery platform. Two versions of the FP45 were offered, which differed in underframe length depending on the type of end platforms and safety appliances which were installed. The Basic FP45 locomotive as shown in EMD Specification 8066 was intended to be built with only small "switching steps" at the corners of the underframe, and no end platforms. In this configuration, the unit would have been 66 feet six inches long over the end sills. However, if you added Pullman-style corner steps and extended end platforms with handrails, EMD would use a longer frame with greater end overhangs, which brought the locomotive up to 68 feet two inches over the end sills. In both versions, the distance between truck bolsters stayed the same at 45 feet. The combined fuel/water tank under the frame held 3000 gallons of fuel and 2000 gallons of water, while an additional storage tank in the carbody could hold 1200 gallons of water. As it turned out, none of the "short" FP45s was ever built.

The full-width carbody of the FP45 differed considerably from the construc-

MIKE DEL VECCHIO



THE PASSENGER FP45 was the result of putting the SDP45 into a full-width carbody reminiscent of EMD's E-units but utilizing simpler fabrication methods. While visitinig La Grange on September 16, 1989, Santa Fe 101 was posed for a new company portrait.

Original Owners

EMD 45-Series Locomotives

Road	Model	Order	Orig. Nos.	Del. Date	Notes
ACL	SD45	5303	1024–1033	12/66	SCL 2000–2009 CSX 8900–8909
ATSF	SD45	5708	1800–1829	6/66–8/66	
ATSF	SD45	5722	1830–1889	10/66–12/66	
ATSF	SD45	7175	5590–5597	5/69	
ATSF	SD45	7177	5598–5614	5/69	
ATSF	SD45	7267	5615–5621	6/70	
ATSF	SD45	5763	5622–5624	6/70	
ATSF	SD45-2	7391	5625–5661	5/72–6/72	
ATSF	SD45-2	72642	5662–5704	5/73	
ATSF	SD45-2	74603	5705–5714	5/74	
ATSF	FP45	5731	100–108	12/67	
ATSF	F45	7105	1900–1919	6/68	
ATSF	F45	7114	1920–1939	6/68–8/68	
BN	SD45	7261	6472–6491	7/70	Ordered as NP 3630–3649
BN	SD45	7279	6492–6497	8/70	Ordered as CB&Q 531–536
BN	SD45	5773	6498–6542	5/71–8/71	
BN	SD45	5794	6543–6567	11/71–12/71	6567 last production SD45
BN	SD45	5788	6570–6576	10/71	C&S 868–874
BN	F45	5762	6614–6625	8/70–9/70	Ordered as GN 441–452
BN	F45	5774	6626–6645	4/71–7/71	
C&NW	SD45	7945	901–920	2/67–3/67	
C&NW	SD45	7148	937–977	1/69–2/69	
CB&Q	SD45	7147	516–530	1/69	Delivered in BN green, BN 6457–6471
CRR	SD45-2	7382	3607–3616	11/72	CSX 8965–8974
CRR	SD45-2	73773	3617–3624	2/74	CSX 8975–8982
D&H	SD45	5720	801	11/67	ex-EMD 4354
D&H	SD45	5696	802–803	11/67	ex-EMD 4352, 4353
DRGW	SD45	7951	5315–5324	1/67–2/67	
DRGW	SD45	7085	5325–5336	3/68–5/68	
DRGW	SD45	7106	5337–5340	3/68	
EL	SD45	7991	3601–3620	6/67	CR 6066–6085
EL	SD45	7104	3621–3634	5/68	CR 6086–6099
EL	SDP45	7174	3634–3653	5/69–6/69	CR 6667–6685
EL	SDP45	7246	3653–3668	8/70	CR 6686–6699
EL	SD45-2	7381	3669–3681	11/72	CR 6654–6666
GN	SD45	7871	400-407	5/66-6/66	BN 6430-6437
GN	SD45	7963	408-417	4/67	BN 6438-6447
GN	SD45	7088	418-426	7/68-8/68	BN 6448-6456
GN	SDP45	7979	326-333	7/67-8/67	BN 6592-6599
GN	F45	7151	427–432	5/69–6/69	BN 6600–6605
GN	F45	5750	433–440	8/69	BN 6606–6613
IC	SD45	5695	7000	6/69	ex-EMD demo 4351
MILW	SD45	7052	6-11	1/68-2/68	4000–4005
MILW	SD45	7133	12-15	12/68	4006–4009
MILW	FP45	7121	1-5	12/68	Repainted freight 9/71
N&W	SD45	5705	1700-1704	7/66	
N&W	SD45	7904	1705-1730	7/66-9/66	
N&W	SD45	7905	1731-1734	9/66	
N&W	SD45	7953	1735-1738	5/67	
N&W	SD45	7988	1739-1764	7/67-9/67	
N&W	SD45	7199	1765-1789	2/70	
N&W	SD45	5745	1790-1814	12/69	
NP	SD45	7890	3600-3603	7/66	BN 6400-6403
NP	SD45	7978	3604-3619	4/67-5/67	BN 6404-6419
NP	SD45	7094	3620-3629	4/68-5/68	BN 6420-6429
PRR	SD45	7928	6105-6169	10/66-2/67	All PRR to PC/CR same nos.
PRR	SD45	7993	6170-6199	12/67-1/68	
PRR	SD45	7090	6200-6208	1/68	even nos. only
PRR	SD45	7091	6201-6209	2/68-3/68	odd nos. only
PRR	SD45	7993	6210-6234	1/68	
PC	SD45	7125	6235-6239	8/68	CR same nos.
RDG	SD45	7992	7600-7604	7/67	Tandem Control Stand CR 6100–6104
SLSF	SD45	7967	900-905	2/67	
SLSF	SD45	7968	906	2/67	
SLSF	SD45	7970	907-911	2/67-3/67	
SLSF	SD45	5729	912–913	5/67	
SLSF	SD45	7080	914–925	2/68	
SLSF	SD45	7129	929–928	10/68	
SLSF	SD45	7194	929–942	9/69–10/69	
SLSF	SD45	7204	943–948	9/71	
SCL	SD45	7123	2010-2023	10/68	CSX 8910–8923
SCL	SD45	5784	2024-2044	9/71-10/71	CSX 8924–8944
SCL	SD45-2	74601	2045-2059	9/74	CSX 8950–8964
SOU	SD45	5755	3100-3104	3/70-4/70	(CNOTP)
SOU	SD45	7074	3105-3119	12/67	
SOU	SD45	8084	3120-3121	12/67	
SOU	SD45	7068	3122-3159	11/67-12/67	
SOU	SD45	5755	3160-3167	3/70	
SOU	SD45	5755	3168–3169	3/70	(CNOTP)
SP	SD45	7887	8800-8844	8/66-9/66	
SP	SD45	7954	8845-8893	2/67-4/67	
SP	SD45	7971	8894-8934	4/67-6/67	
SP	SD45	7082	8935-8963	2/68-5/68	
SP	SD45	7138	8982-9001	12/68-2/69	
SP	SD45	7163	9002-9007	2/69	
SP	SD45	7138	9008-9030	2/69-3/69	
SP	SD45	7164	9031-9036	4/69	
SP	SD45	7138	9037-9051	3/69	
SP	SD45	7170	9069-9103	3/69-4/69	
SP	SD45	7187	9104-9123	10/69-12/69	
SP	SD45	7217	9124-9151	12/69-3/70	
SP	SD45X	7288	9500-9502	9/70	
SP	SD45X	5751	9503-9505	12/72	
SP	SDP45	7955	3200-3209	5/67-7/67	
SP	SD45T-2	7336	9166-9208	2/72-3/72	
SP	SD45T-2	72601	9209-9260	4/72-6/72	
SP	SD45T-2	73621	9302-9313	9/73	
SP	SD45T-2	72601	9314	4/72	
SP	SD45T-2	73630	9315-9343	1/74-3/74	
SP	SD45T-2	73674	9344-9370	1/75-3/75	
SSW	SD45	7081	8964-8981	2/68-6/68	
SSW	SD45	7140	9052-9059	1/69-3/69	
SSW	SD45	7150	9060-9068	12/68	
SSW	SD45	7215	9152-9155	1/70	
SSW	SD45	7081	9156	7/71	
SSW	SD45T-2	7348	9157-9165	7/72-8/72	
SSW	SD45T-2	72625	9261-9301	2/73-7/73	
SSW	SD45T-2	74696	9371-9404	3/75-7/75	
UP	SD45	7975	3600–3621	3/68–4/68	
UP	SD45	7107	3622	4/68	
UP	SD45	7108	3623	4/68	
UP	SD45	7077	3624-3649	3/68-4/68	

Roster compiled by Preston Cook and Jim Boyd

Not all subsequent or intermediate renumberings are shown.

SD45
EMD'S MUSCLE MACHINE

tion practices of the first generation Electro-Motive E-units and F-units. These products had used a truss structure in the carbody sides, which made it possible to build the locomotive with a much lighter underframe. In the simplest terms, the E-units and F-units were virtually mobile covered truss bridges, which supported the diesel engines and generators. In contrast, the FP45, like a typical Geep or SD45, was built with a very heavy "constant section" girder underframe — if the E-unit was a through truss bridge, the hood unit was a deck girder.

With a hood unit's girder underframe, the FP45's engine compartment carbody was simply a free-standing cowl which covered the machinery and was secured down to the machinery deck. Whereas the side walls of an F-unit or and E-unit supported the structure of the entire locomotive, on an FP45 the shell simply sat on the underframe and supported the roof.

The full-width cab used on the FP45 was a compromise between the streamlining of earlier passenger covered wagons and the practicality of the standard EMD roadswitcher cab. It provided good visibility and an adequately roomy interior arrangement, while still retaining enough flat steel panel construction to keep it reasonably inexpensive to construct.

The FP45 was not a resounding sales success, with only two orders being built. The nine units constructed for the Santa Fe in 1967 had the extended end platforms and dynamic brakes, while the five built for the Milwaukee Road in December 1968 also had extended platforms but omitted the dynamic braking. However, the passenger FP45 was closely followed by the F45 cowl carbody freight unit, which turned out to be a much greater commercial success.

The F45

The F45 took the concept of the FP45 and removed the steam generator and internal water capacity, with a resultant shortening of the underframe. The F45 measures 63 feet 3½ inches over the end sills, compared with 68 feet two inches for the FP45 and 61 feet six inches for the SD45. The F45 offered the crew the same advantages of being able to move about inside the locomotives, protected from the weather while the train was in motion, and the anticipated application of the F45 was for high speed freight service in difficult terrain on Western railroads. The Santa Fe purchased 40 F45s in two 20-unit orders during 1968 — and while the FP45s had been delivered in the full passenger red and silver warbonnet, the F45s wore the standard freight blue and yellow.

The Great Northern was the only other railroad to embrace the idea of the F45, jumping in with an order for 14 in 1969 (427-440) and another dozen in 1970, which were delivered as Burlington Northern 6614-6625. The BN liked the cowl units and purchased another 20 in 1971, bringing its fleet to 46, while continuing to purchase "straight" SD45s. In fact, BN 6567, delivered in December 1971, was the last SD45 manufactured.

The '45s become controversial

By the end of 1971, more than 1400 "45-series" locomotives had been delivered to the American railroads. On roads like the Southern Pacific, Santa Fe and Erie Lackawanna, the 20-cylinder EMDs had become the backbone of the road fleet. As the oldest of the '45s reached their fifth birthday, the 20-cylinder engine became involved in a series of controversies which would cast a deepening shadow over the future of the engine and the units which carried it.

The maintenance records for the locomotives began to show an increasing incidence of crankshaft and main bearing failures, particularly on the group built between 1966 and 1968. On a few of the railroads this was influenced by equipment maintenance practices which simply hadn't "gotten the word" that these were high horsepower locomotives, and the companies were "saving" money by letting the main bearings on 645 engines go five years or more, just as they had done on the old 567s. The question of predicting the acceptable service life for bearings in 645 series engines led to a tightening of EMD Maintenance Instruction recommendations and the development of a comprehensive guide book covering the inspection and evaluation of main bearings. Along with this, EMD extensively revisited all their manufacturing practices to make certain that the alignment of the main bearing bores was held within precise tolerances and that the proper amount of "crush" on the main bearing shells was being maintained.

However, the early crankcases were also found to have a tendency to crack the welds which attached the crankshaft supporting "A-frames" to the crankcase lower stress sheets. This could not be repaired in the locomotive because it was not possible to maintain the bore alignment through a weld repair, and the defect required removal and rebuilding of the engine at the EMD factory when it was encountered. The problem was not limited to the 20-cylinder crankcases alone — it was occasionally encountered on 16-cylinder engines as well, but by far the highest incidence was on the No.10 and No.11 A-frames in the 20-cylinder, the two bearing positions forward of the very large No.12 rear main bearing.

Electro-Motive engineers recognized this problem fairly early in the production of the 645 series, and as a result the welding of the A-frames to the crankcase was extensively revised in a series of modifications which increased the

RICHARD W. LOVEMAN

THE COWL CARBODY F45 was essentially an SD45 with a full-width shell. Here a Santa Fe F45 and SD45-2 handle an upbound freight on Tehachapi Loop in July 1974.

weld size and its penetration into the material of the engine lower stress sheet on all new engines manufactured. Older crankcases could also be reinforced if they had not suffered a major mechanical failure as a result of weld separation, and EMD offered this upgrade through its Unit Exchange program. Most of the railroads with '45s built between 1966 and 1968 eventually rotated all their crankcases to EMD for remanufacture and weld reinforcement.

The final solution to the A-frame problem arrived in 1972, at the time of the introduction of the "Dash-2" series locomotives, when EMD changed the design of the crankshaft supporting component completely. The earlier engines had A-frames which used a triangular foot pattern at their outboard intersection with the crankcase. The post-1972 engines used A-frames which had a considerably enlarged foot in the shape of a letter "D" set sideways. These cases, which became known as "D-foot A-frames," were installed in all the SD45-2s and were a considerable improvement over the earlier variations.

Temperamental turbos?

The performance of the turbochargers on 20-cylinder engines also became the topic of considerable discussion between EMD and the owners of '45s. The turbos for this engine exhibited an abnormally high percentage of "overheat/overspeed" failures compared with the 16-cylinder and twelve-cylinder 645 engines. In this type of turbocharger failure, the machine is damaged by exposure to exhaust energy which exceeds the intended operating levels, resulting in stretched or separated exhaust turbine blades or in failure of the turbo bearings due to excessive speed and overload.

Overheat/overspeed failures are primarily caused by carbon fires ignited in the engine air box as a result of combustion blowby past damaged piston rings, or in the exhaust manifold as a result of damaged fuel injectors or exhaust valves. With four more cylinders than a 16 and eight more cylinders than a twelve, the 20-cylinder engine had at least a proportionally elevated probability of broken rings or other cylinder-related defects which could generate excessive exhaust energy. The bearing system used in the 20-cylinder turbocharger was identical to that in the 16, and as a result the perception that the 20-cylinder turbo was more susceptible to overheat/overspeed failure was to be expected. However, the basis of the problem was not a malfunction in the turbocharger itself but rather in the cylinder power assemblies.

EMD put a considerable amount of engineering design and test effort into power assembly improvements, with the objective of reducing component failures and ultimately reducing the resultant turbocharger failures. They made changes in cylinder liner port configuration to arrive at designs which were less likely to "clip" the compression rings, and they reduced ring point protrusion to keep the rings from digging into the liner bore. Improved stainless steel compression rings were introduced with material and manufacturing improvements which included chrome plated faces and sides over prestressed base material that was intended to reduce the development of cracks in the plating interface. Cylinder liners were developed which took advantage of laser hardening technology to reduce wear and sensitivity to metal scuffing, first in the intake port area and later in the full liner bore. Pistons were evaluated with new skirt plating intended to reduce scuffing and hardened upper compression ring grooves to reduce wear.

These improvements covered a span of more than a decade, and some of them developed out of the 645E3A and 645F series engine programs. They were intended to enhance the performance of all the 645 series engine configurations, not just the 20-cylinder, but the fact was that the 45 series stood to benefit the most from the improved power assembly hardware because it gradually reduced the incidence of turbocharger failures caused by air box fires. However, in the interim between the introduction of the '45s and the development of many of the mechanical improvements, the locomotive series unquestionably suffered from the publicity which accompanied its problems.

Some Erie stories

In the day-to-day routine of maintaining and operating a fleet of SD45s, there were a number of memorable instances where totally serious problems generated completely unexpected or outrightly humorous results. Probably every EMD district engineer and every railroad mechanical department encountered events similar to those I am going to describe, which happened on the Erie Lackawanna. Allow me to offer for your consideration:

The 20-cylinder submarine

Erie Lackawanna 3630 had been reported for having an exhaust manifold fire and was brought dead into the shop in Hornell, New York, on March 16, 1972. The engine looked normal, except for the fact that there was water dribbling out of the drains on the air box. The coolant expansion tank was filled with water to the no[illegible] the mechanics took [illegible] box handhole cover to [illegible] uation was inside th[illegible] loosened the hand[illegible] drenched with water, [illegible] nearly got washed off the [illegible]

It seems that when the [illegible]d developed on the road, the [illegible], with flames coming out the exhaust duct, had been brought to a stop right next to the fire department in a local town. The helpful firefighters hurried to the rescue with their [illegible] vintage LaFrance pumper, emptying the entire contents of the onboard water tank (several hundred gallons) into the locomotive engine through the exhaust stack. Needless to say, it had effectively extinguished the fire.

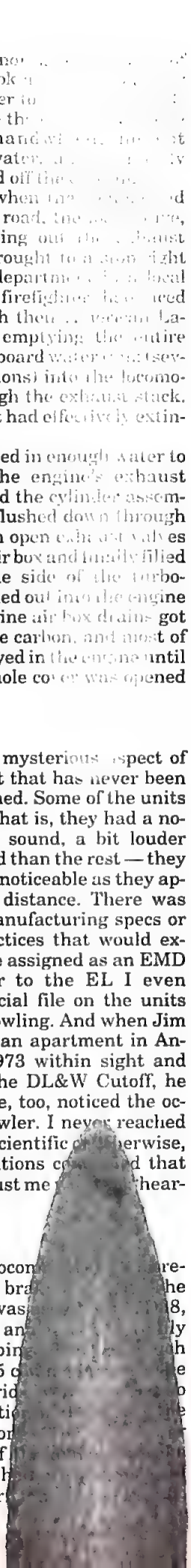
They had pumped in enough water to completely fill the engine's exhaust manifold and flood the cylinder assemblies. The water flushed down through the cylinders with open exhaust valves to fill the engine air box and finally filled up the air intake side of the turbocharger and drained out into the engine air filter. The engine air box drains got plugged with loose carbon, and most of the water had stayed in the engine until the air box handhole cover was opened in the shop.

The "howlers"

There was one mysterious aspect of the EL SD45 fleet that has never been effectively explained. Some of the units were "howlers." That is, they had a noticeably different sound, a bit louder and higher pitched than the rest — they were particularly noticeable as they approached from a distance. There was nothing in the manufacturing specs or maintenance practices that would explain it, and while assigned as an EMD district engineer to the EL I even started an unofficial file on the units that I observed howling. And when Jim Boyd moved into an apartment in Andover, N.J., in 1973 within sight and easy earshot of the DL&W Cutoff, he mentioned that he, too, noticed the occasional SD45 howler. I never reached any conclusions, scientific [illegible]herwise, but Jim's observations co[illegible]d that at least it wasn't just me [illegible] hearing things."

Pop-up brakes

The 1966 Line locom[illegible]re-mendous dynamic bra[illegible]he same basic hatch was[illegible]8, SD40 and SD45, an[illegible]ly capable of absorbin[illegible]h power as the SD45 c[illegible]e dynamic brake grid[illegible]o weather and vibrati[illegible]e locomotive, and if o[illegible] motors failed or if [illegible] regulation system h[illegible] ribbons could bur[illegible]



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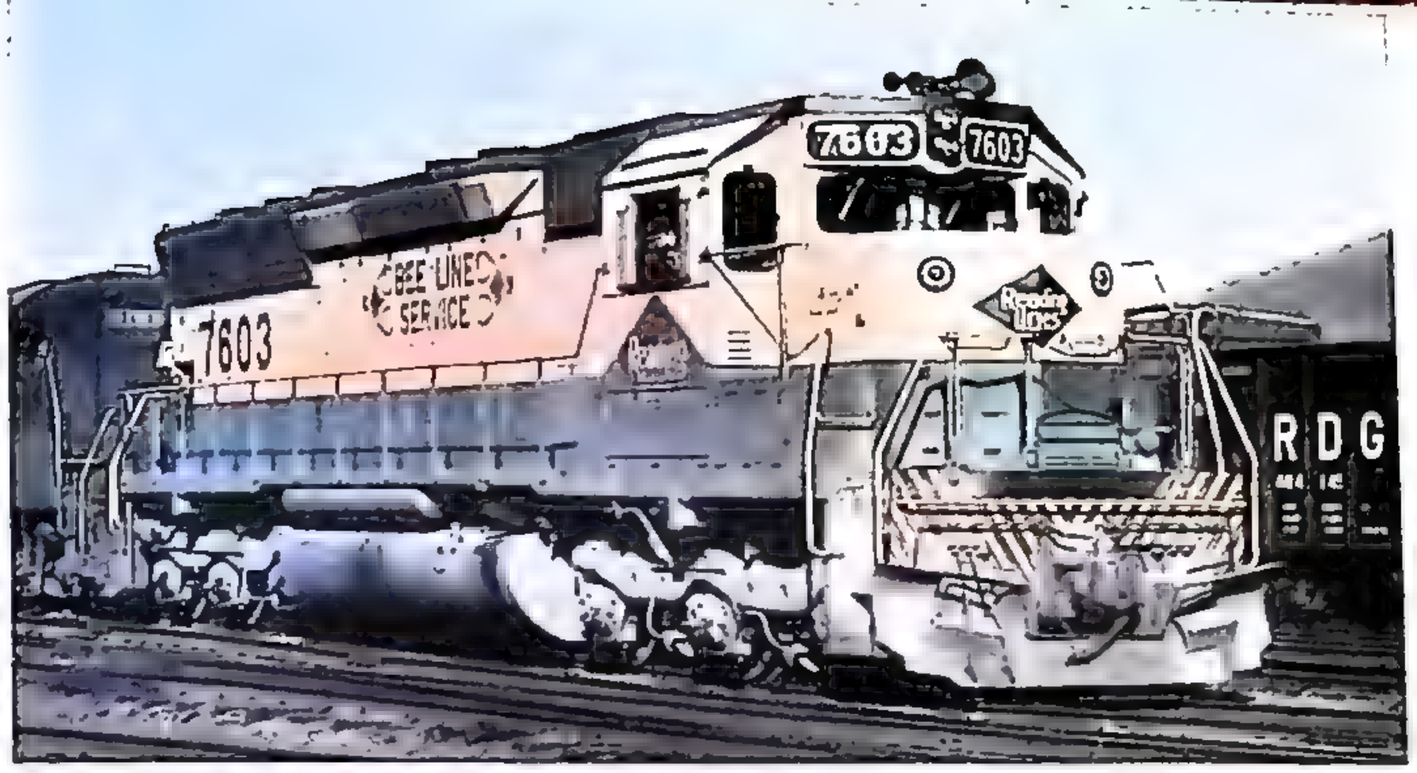
EKTACHROME PRESTON COOK



EKTACHROME J. MILTON

DUAL CONTROLS were applied to Reading and Norfolk & Western SD45s. The Reading's, like 7603 at Allentown in April 1979, had a tandem control stand that filled the middle of the cab, resulting in the cab front being moved forward into the short hood to provide walking space inside. The N&W units had two independent control stands and had the long hood as the front, but they often ran short-hood forward, as shown on the set (**left**) at Marion, Ohio, in April 1972. The Southern's high short hood SD45s, like the pair at the K&IT engine terminal in Louisville in November 1967 (**below**) were set up long hood forward with single control stands.

EKTACHROME ED SAMLER

SECOND FIDDLE — but what an orchestra! Milwaukee Road SD45 4005 and two GP40s trailed Little Joe E76 on eastbound *Thunderhawk* 262 as it dropped down from Loweth toward Martinsdale, Montana, in October 1971. The Milwaukee had ten SD45s and five FP45s; the "One Spot" (**opposite top**) and a sister were backing into Chicago's Union Station in January 1969 to take the "*City of Everywhere*" west. The Milwaukee FP45s and C&NW SD45s were the only 45-series units built without dynamic brakes. Chicago & North Western 908 (**below**), eastbound in 1970 at Dixon, Ill., clearly shows the lack of the dynamic brake blister. Pennsylvania Railroad SD45s 6155 and 6176 (**opposite bottom**) had a westbound ore train exiting Gallitzin Tunnel in October 1968.

there was a constant turnover of braking grids, and dynamic brake grid failures were always a hot topic when meeting with the railroad management.

One afternoon during a crowded meeting between EMD and the Erie Lackawanna management at the railroad's headquarters in Cleveland's Terminal Tower, one of the EL attendees arrived at a stunningly simple conclusion to dynamic brake problems:

"Dynamic brakes are pure resistance, just like an electric toaster. Therefore they should work as dependably as an electric toaster."

A stunned silence descended over the assembled multitude. Everyone looked back and forth at each other, searching for guidance. Finally a response was heard:

"How many locomotives have you tried to stop with an electric toaster?"

FOUR EKTACHROMES J M BOYD

The Ray Reinhardt Special

The late Ray Reinhardt was an EMD district engineer for several decades. By the 1970s, Ray was one of the experienced "Old Timers" of the service department. He did his job quietly, without fanfare, getting the problems solved and seldom getting involved in controversy or politics.

Back around 1972, the Erie Lackawanna received a rebuilt 20-cylinder crankcase from EMD which was rejected by the general foreman at the backshop. According to readings taken with a mandrel (a steel reference bar used to measure bore alignment), the main bearing bores were suspected of being out of tolerance. Ray was called in to inspect the crankcase and got into a heated discussion with the general foreman. EMD used much more precise granite table measurements or an alternate short bar technique for evaluating line bore and did not recognize the mandrel measurements as being a viable check.

Ray told the general foreman that the engine crankshaft itself was a more accurate measuring device than his mandrel and that he should put the crankshaft in the case. If he could turn it easily with a chain wrench around the

TWO EKTACHROMES J. M. BOYD

THE "RAY REINHARDT SPECIAL" SD45 3608 was brand new in the summer of 1967 when it paused at Chicago's 47th Street facility in the company of a pair of GE U33B demonstrators. In March 1970, during the first few weeks of the Burlington Northern's existence, EL SD45 3634 (**below**) was in the CB&Q Clyde engine terminal alongside GN *Hustle Muscle* SD45 400; the EL units were pooling through to St. Paul.

output coupling, it was alright to use.

The general foreman finally relented, and the crankshaft was found to turn freely in the bearings. However, the foreman directed that the shop paint "RAY REINHARDT SPECIAL" in six-inch-high red letters on both sides of the engine. The engine was subsequently installed in SD45 3608.

Seven or eight years later, when I was working in the La Grange plant as a technical engineer in the service department, I received a call from a Conrail shop about this engine. The Erie Lackawanna had been gone for several years, and a concerned Conrail manager wanted to know if there was any special test material in the engine labeled the "RAY REINHARDT SPECIAL," which was now due for an overhaul. I asked if it was still running when it came in, and he replied affirmatively. I told the man that there was no special equipment in it — but I would let Ray know that he had been right.

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Next month

We conclude our study of EMD's 20-cylinder locomotives with a look at the SD45-2 (including "Tunnel Motors"), SD45X, DDM45 and SD45 hybrids, as well as some of the more unexpected second-hand users.

BY JIM BOYD

THE WINTERAIL '93 CREW lined up for a portrait following Bob Larson's impressive live narration. Shown right to left are Dave Stanley, Bob Larson, Brian Rutherford, Vic Neves and Brian Jennison.

Winterail celebrates 15 years

The 15th annual Winterail "Railroad Photography Exposition" was held at the Scottish Rite Temple in Stockton, California, on March 6, 1993, with a sold-out house of over 900 attendees. As has become the format, a day-long railroadiana show & sale in the adjoining banquet room began in the morning with over 80 exhibitors ranging from Pentrex videos and Interurban Press to individual photographers like Stan Kistler and Ted Benson and institutions like the Feather River Rail Society and *Flimsies!*

The multi-media shows began shortly after noon in the auditorium and kicked off with Amtrak engineer Phil Gosney presenting "A Paean to the Streamliner Era" which began in his former hometown of Memphis in the late 1960s and moved on to show passenger trains in the Chicago area. After that, John Kirchner and Jack Neville took us "Up the Devil's Nose" in a superbly produced journey on the narrow gauge railroads in the Andes of Ecuador, including not only the famous Guayaquil & Quito but some of the lesser-knows lines. The scenery, music and imagery were combined — with a touch of humor — into one of the most entertaining and professionally polished presentations we've seen.

No less than eight photographers (Ken Heine, Colin Johnson, Todd Montgomery,

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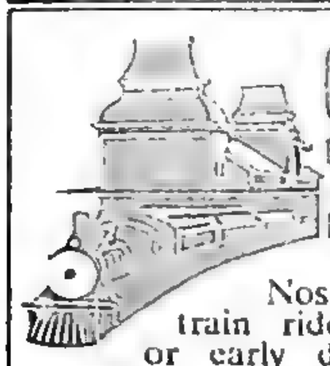

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Mitch Nelson, Randy Nelson, Dave Niccoletti, Scott O'Dell and Pete Replinger) combined their efforts to present a study of the "Pacific Northwest Logging Railroads," including operations of Weyerhaeuser, Rayonier and Simpson from the 1960s through the 1980s. Next, Santa Fe dispatcher Glen Icanberry took us "West From Bakersfield on the Santa Fe" with a look at branch and main line operations all the way to San Francisco Bay — and then onto the water itself with the tugboat *Paul P. Hastings*. It was railfan photography with a real insider's understanding of the operations.

That unexpected female voice narrating "Cadillacs, Creosote and the Coast Range" belonged to photographer Greg Brown's wife, Jennie, and the subject was the SP's spectacular Tillamook Branch and its transition into today's Port of Tillamook Bay Railroad — complete with a fleet of SP-colored SD9 "Cadillacs." The photography included the work of Scott Anderson, Colin Johnson and John Shaw (whose dinner train news photo on page 74 was part of the show).

I was busy outside and had to make a mad dash through the already-dark auditorium to start the Hi8 camcorder I was using to make a video record of Winterail '93, and the narration had already started on Bob Larson's "38 Years on the Iron Road." Images of Omaha Road and Soo Line steam were enlivened by Larson's spirited tales of hiring out on the railroad in 1955. A little over a year later he moved to California and hired out as a fireman out of Oakland on the Western Pacific. Accompanied by his own excellent photos, Bob related more stories about the WP and working Feather River Canyon and other less spectacular jobs. Insight, a great sense of humor and smooth, confident presentation made the stories all the more enjoyable — I was amazed at how he could so precisely time the tape to the audience's reactions. At the conclusion of the show, as the crowd roared its approval with a standing ovation, it wasn't until the lights came up that I realized that I had been witnessing a *live* narration! The railroader and master story teller had literally blown the audience away, and they loved it (I don't know what Bob's politics are, but Ross Perot should have run *him* for vice president). It's a good thing Larson's presentation was the last one before the dinner break, because nobody could have followed *that* show.

After a two-hour dinner intermission, Winterail continued with the presentation of he photo contest awards. And since this was Winterail's 15th anniversary, three of the show's prime movers had programs to commemorate the event. Vic Neves, who handles the multi-media show portion of Winterail, offered his "Remembering the WP," a personal look at the Western Pacific's final decade as an independent railroad, highlighting such aspects as the Altamont sign crew, the "Fab Four" F-units, foreign power on the line and a tribute to the preservation efforts of the Portola museum.

An import from New Jersey was the only break in the "local talent" theme of the after-dinner presentations. Scott Snell, a native Northeasterner, shoots like a Western photographer with long and short lenses and a pro's understanding of light and strong composition. His "Mountains West, Mountains East," prepared for EastRAIL '91, featured segments on the UP in Feather River Canyon, Conrail in New York and Pennsylvania, the Rio Grande, Norfolk Southern from Roanoke to Bluefield, the BN on Marias Pass, CSX on Sand Patch and SP and Santa Fe on Tehachapi. It's amazing how grubby NS, SP and Rio Grande units can look so good when you back-light and silhouette them beneath a surging exhaust plume in low sunlight.

"Timetable Direction West" by Dave Stanley, the one who created Winterail 15 years ago, took us for a tour of his favorite rail haunts from the Santa Fe in the desert to GN F-units in the Pacific Northwest and SP branch lines in central California. Winterail's chief projectionist Brian Rutherford wrapped up this year's shows with "North by Northwest," his look at the SP around Mount Shasta, including the main line from Dunsmuir to Klamath Falls and on over the Cascades, as well as the Siskiyou line. As he describes the region, "In a world of Dash-8s and doublestacks...the Shasta Route is still tunnel motors and boxcars...even the hot trains are still old-fashioned piggybacks."

The evening's activities concluded with the "Three Favorite Slides" segment that wound up with "The Roseville Gang" presenting a series of fun railfan recollections of the deeds and misdeeds of Vic Neves & Company.

After creating Winterail 15 years ago, Dave Stanley announced that he is retiring

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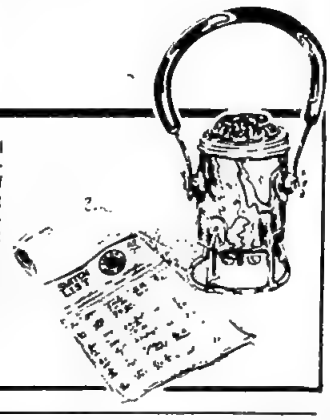

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from the project to devote more time to his growing family and simply "fun" railfanning. The multi-media programs will continue in the good hands of Vic Neves and Brian Rutherford and their legion of associates. Dave's primary Winterail function in recent years has been organizing the sell & swap, and Ken Meeker is stepping in to handle those duties. As an institution, Winterail has matured to the point where it can continue without interruption even when its founder steps aside. It should be an interesting experience for Dave next year to "just attend" Winterail '94.

A matter of attitude

A few of the points made by Ted Benson in his guest CAMERA BAG in this issue were driven home after the derailment in Kansas City described in RAILNEWS. Railfans Robert Franke and James Rhynerson were among the first on the scene. While taking telephoto views from a safe distance, they were approached by an official of the Kansas City Terminal. The "positive attitude" and "talking *with* people" Benson discusses resulted in Franke and Rhynerson being asked to take photos for KCT insurance proposes, and the two railfans were given access to areas they would not have gotten otherwise. Rhynerson shot prints for KCT use, and Franke shot extra slides that the two of them split between them later.

Being cooperative in the field is a must when approached by railroad officials. Sometimes the result may still be having to leave the property, but getting railroad people mad hurts all railfans. And the Kansas City experience demonstrates how we can help a railroad when the opportunity presents itself and improve the image of railfans within the industry — M.D.

next in month RAILFAN & RAILROAD

• THE PORT ST. JOE ROUTE: Jim Gunning surveys the steam-era history and contemporary operations of Florida's Apalachicola Northern with yellow GP15Ts and blue switchers, piney woods and unit coal trains.

JULY 1993 ISSUE ON SALE JUNE 1

Meet Jim Porterfield

Author and R&R ON THE MENU columnist Jim Porterfield will be making a public appearance to autograph his new book *Dining by Rail...* (reviewed in the May '93 issue) on Sunday, June 6, 1993, in Parsippany, New Jersey, at the "Spring '93 Railroadiana Sell & Swap" sponsored by the Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217. The show is held between 9:00 a.m. and 3:00 p.m. at the Parsippany P.A.L. hall at 33 Baldwin Road (just south of Route 46 one mile east of I-287). Admission is $4.00 for adults and $3.00 for kids and seniors. Other attractions include an Operation Lifesaver and Safety display by Conrail and Amtrak, respectively, with handouts for the kids, plus large operating model railroads and displays by other New Jersey railroad historical societies. Morning Sun Books-author and R&R contributor David R. Sweetland will be signing his books, and John C. Benson, also a regular R&R contributor, will be selling his contemporary, original locomotive slides. In addition there will be nearly 100 tables of railroadiana, paperwork and scale model railroad vendors.

RAILROAD ART

TED ROSE WATERCOLORS - Commission painting on subjects of your choice. Recent works available for purchase. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1093

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HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send SSAE for current list to: L&H Railsonics, PO Box 160525, Cupertino, CA 95016-0525. 194

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WANTED

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WANTED: Books, magazines, catalogs, timetables, railroad paper HO, N, Z items. Stephans, 6010 NY79E, Chenlks, NY 13746-9712. 607-648-8578. 1193

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822B Lexington Lane, Huntington Beach, CA 92646. 714-962-1126. 594

RAILROAD ANNUAL passes and trip passes. Wade T. Sharp, PO Box 421, Leavittsburg, OH 44430. 993

WANTED: Photographs, information about Glover Machine Works locomotives, Marietta and North Georgia, Atlanta, Knoxville and Northern. Copies (from original glass plates) of builder's photos of Glover engines available in trade. Martin O'Toole, Box 3221, Marietta, GA 30061-3221. 893

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Who owns *Hustle Muscle?*

Somebody once said that if it looks like a duck and walks like a duck and quacks like a duck, then it must be a duck — unless it is owned by somebody else. The "Lake Superior Museum of Transportation's" Great Northern SD45 *Hustle Muscle* is our duck in question. Just because it is kept at the Lake Superior Museum of Transportation and is mentioned in the *Steam Passenger Service Directory* under the Lake Superior Museum of Transportation and operates trains for the Lake Superior Museum of Transportation doesn't necessarily mean that it is owned by the Lake Superior Museum of Transportation.

In reality, GN SD45 400 is owned by the Great Northern Railway Historical Society and merely resides at the museum in the former Duluth Union Depot. It was donated by Burlington Northern to the GN Historical Society on December 31, 1985, after being repainted by BN at Grand Forks. It is presently on long term loan to the museum and was restored to servicable condition in 1990. It is used as back-up power for the North Shore Scenic Railroad's tourist runs between Duluth and Two Harbors and sees frequent service during the summer season.

Out apologies to the GN Historical Society — but at least when we were made aware of our mistake, we didn't try to "duck" the issue.

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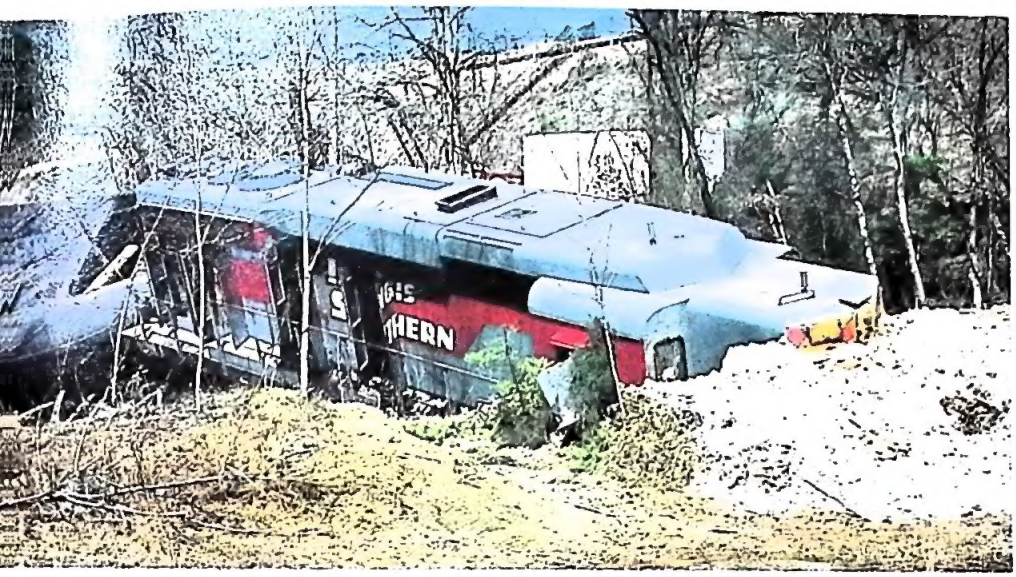

KODACHROMES TOP and BOTTOM JIM WINN MIDDLE LON COONE

(Continued from page 56)

Murphy Branch with its 4.2% climb on both sides of Red Marble Gap grade. The GSMR also operates tourist trains over portions of its route. Plans are to eventually scrap the movie-star locomotives, but for now they are on display at the Dillsboro shops. The GP7 777 is also still in the movie livery, sans lettering, and will remain that way for at least some of the 1993 season.

"ILLINOIS SOUTHERN" is the fictitious railroad which will be co-starring with Harrison Ford in a movie-length version of the 1960s television series, "*The Fugitive*." Train action scenes were filmed in North Carolina on the Great Smoky Mountains Railway during late February. Ex-NS GP30 536 was in fresh ISOU paint at GSMR's Dillsboro shop on February 17 (**above**). The unit was then sent crashing into an embankment (**top**). Ex-SCL U18B 1901, also in ISOU paint, shows its damage (**below**) from the scene in which it collided with a Department of Corrections bus. See page 56.

New!

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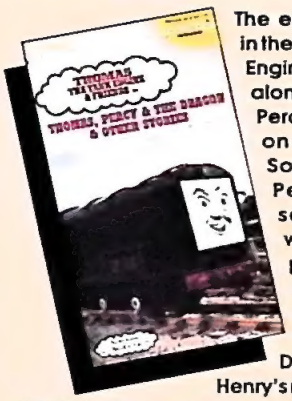

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KODACHROME 200 JOHN SHAW

"THE SPIRIT OF OREGON" dinner train made its first outing at Manning, Ore., on Port of Tillamook Bay trackage behind C415s 701-702 on February 14. See page 42.

KODACHROME WILLIAM RAIA

KODACHROME JASON FELDMAN

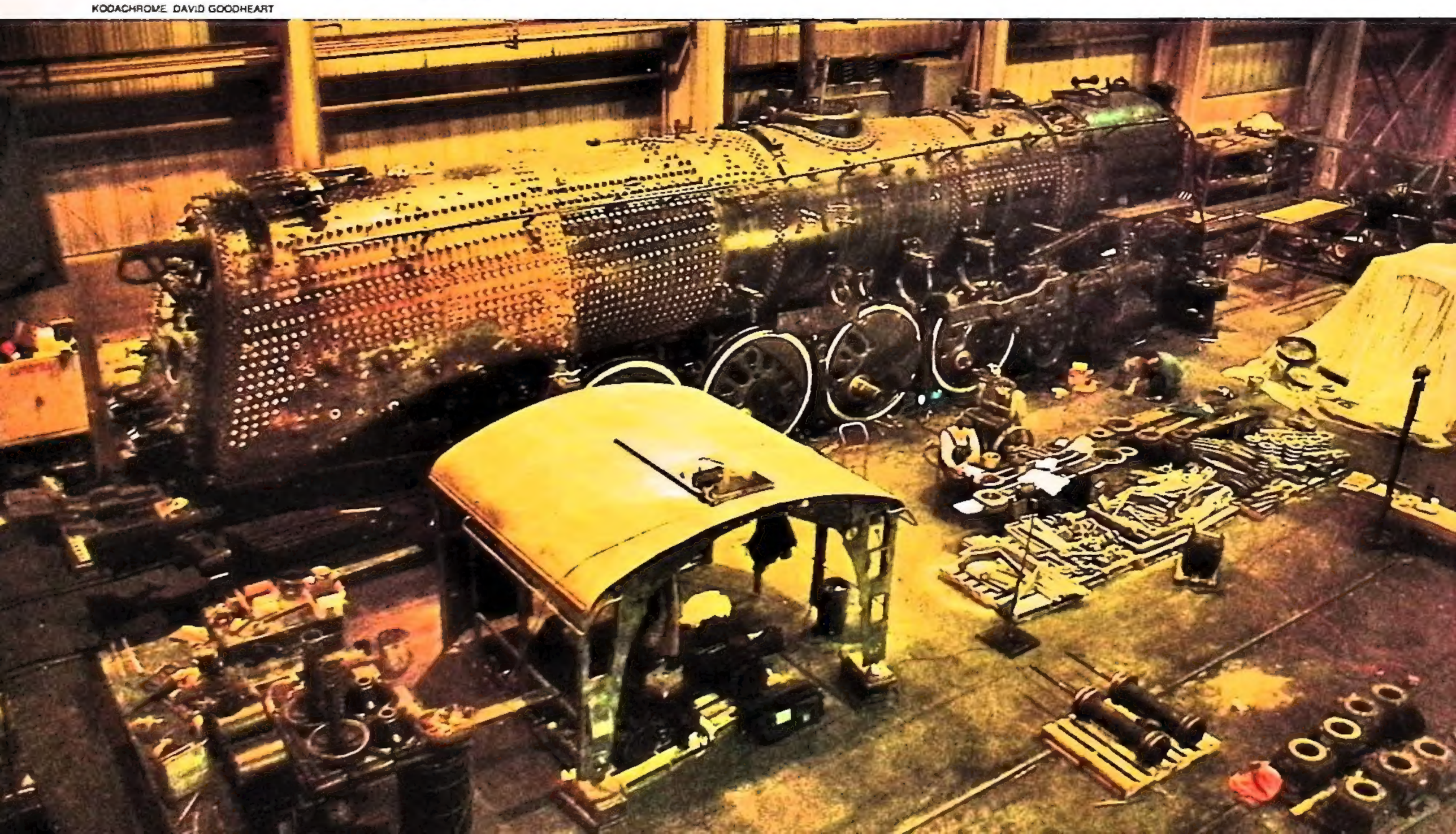
KODACHROME DAVID GOODHEART

Railnews

A BR&W MIXED TRAIN led by ex-Great Western 2-8-0 No.60 ran round trip between Ringoes and Three Bridges, New Jersey, on February 6. En route it switched hoppers on BR&W's Central Branch (**left**). See page 42.

SNOW TRAIN '93, held on February 19-21 at the Mid-Continent Railway Museum in North Freedom, Wisconsin, saw the former Nakoosa Paper C415 21 (nee-SP 2409) powering caboose hops. See page 42.

MILWAUKEE ROAD 4-8-4 261 and its many components covered the floor at the GE plant near Minneapolis/St. Paul during mid-February (**below**) as its flues and tubes were being fitted. See page 42.



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2 The Candian 45 min $29.95. If you own the old "Canadian", you can return it for exchange for $10 any time prior to July 1, 1993.

Whittaker

TRIPLE HEADING TO THE SPIRAL TUNNELS

The Canadian Pacific in Winter and Summer

In the fifties Will Whittaker dropped off a local mid-way between the upper and lower spirals at Yoho to capture a steam display that could only be equalled at Horseshoe Curve. From different angles across the face of Cathedral peak, he shot Mikados, Hudsons, Santa Fes (2-10-2s) and dozens of the mighty 2-10-4 Selkirks, always double and often triple headed. In one four hour period in summer as many as ten sections of CPR Trans-Continental trains climbed the hill, all with regular, old style heavyweight Pullmans. Includes glimpses of Fraser Canyon, Revelstoke and the daily mixed to Arrowhead BC - loaded logging cars and a sway backed, truss-rod passenger car rocking along behind a wheezing tea kettle.

Then, in winter 1978, a single Hudson is photographed from Golden, thru the Spiral Tunnels, to Bunff with a 1950s matched maroon, semi-streamlined passenger consist. Closes with Royal Hudson 2860 captured on Ektachrome Commercial Motion Picture film as she makes her famous run along the cliff ringed shore of Howe Sound to Squamish.

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